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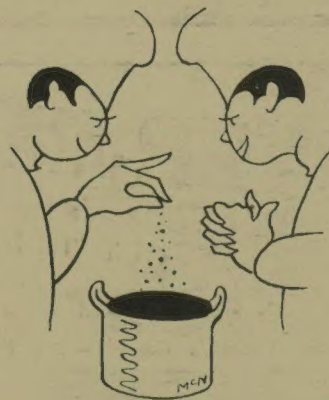


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SATURDAY, APRIL 11, 1936.



THE BATTLE OF LAKE ASHANGI: THE EMPEROR OF ABYSSINIA, WHO LED HIS TROOPS, AT A FIELD HEADQUARTERS.

On March 31 a battle began in the neighbourhood of Lake Ashangi, on the Italians' left flank in the north. The Emperor of Abyssinia, at the head of the Imperial Guard, himself took part in the fighting. In two communiqués of April 4 Marshal Badoglio reported that the battle reached its final stage that morning, with the troops commanded by the Emperor in flight towards the south. "All our aeroplanes," he added, "are engaged in bombing and machine-gunning this disorderly mass." The Abyssinian losses were described as very heavy and the Italian casualties were given at about forty dead and wounded. By April 5

the I. Army Corps was said to be in full occupation of the entire district surrounding Kworam, south of Lake Ashangi. From Addis Ababa the Emperor was reported on April 4 to be still holding his own in the fighting. The message added that for five days there had been desperate onslaughts on the Italian positions south of Amba Alaji, against superior numbers, superior equipment, and superior organisation. The Italians were said to be trying to place a belt of gas round the Emperor, and to be subjecting him and his men to continual bombardment by hundreds of aeroplanes.



By G. K. CHESTERTON.

AFTER the awful physical catastrophes which recently visited the great American civilisation, a vast and vague and hardly verbal murmur might be heard, expressing a formless wonder about why even the accidents of that amazing country seem to be on such an enormous scale. I am sure it did not detract from anybody's awe or compassion in considering such a tragedy; but, like many another tragedy, it had in it a certain element of irony. There was a time when a type of breezy American almost seemed to brag of the national scale of destruction, as well as the national scale of construction. He had rather a temptation to say that he was on friendly terms with a local flood that would turn all France into a lake, or that one of his little earthquakes could swallow England. Up to a point his claim was unanswerable, but there did remain another question requiring an answer. Why did these large disasters occur in the large country rather than in the little countries, if blind forces are indifferent to what is large or small? I trust my patriotism will not be lightly disputed if I demand (in a purely abstract and academic spirit) why England is not swallowed by an earthquake. Why is France not flooded and turned into a lake? Not that I myself want all France flooded and all Frenchmen drowned, attractive as this vision may be to many people devoted to liberal ideas, republican institutions, and the cause of reason and civilisation.

But then, I have always been puzzled, ever since the last days of the old Party System, about why only Tories are allowed to be friends of the French Republic, and so many Radicals are devoted to excusing the peculiar history of Prussia and Prussianism. It was one of the many points on which I early discovered that I was not meant to be a Good Party Man. It was about the same time when I was actually asked (incredible as it may seem) to stand for Parliament as a Liberal, and I tried in vain to discover the logical connection between opening an Irish Parliament and shutting up an English pub. But this is a parenthesis. I merely meant to remark that a certain antiquated sort of American republican was rather disposed to think lightly of the French Republic merely because it did not occupy so large a space on the map as his own; while the smaller States could be dismissed as covering not much more than one of his own minor wildernesses or a reasonably energetic cyclone. Certainly you cannot indulge in the luxury of a prairie fire until you have first made quite certain that you possess a prairie; and, as compared with so vast a surface of the earth, even a small earthquake may appear to be almost a form of private enterprise. But that does not in itself explain why a few small earthquakes have not swallowed a few small States, or floods have not turned the lesser lands into larger lakes. A fanciful allegorist might ask why Nature, which is supposed to be so careless of the continents, is so careful of the nations; is it possible that she has secured representation on the League of Nations? Certainly Holland has always been in peril of being turned into a lake or a portion of the open sea, and the danger has been heroically defeated age after age. The project of flattening-out Switzerland for a similar ornamental purpose, and for the convenience of

diplomats, has been abandoned by most practical engineers.

I need not say that these are idle and even frivolous questions, and that frivolity involves no insensibility to the most terrific tragedies that may fall upon great nations. I am quite sure there there are sound scientific reasons, of climate or geology, behind any such sweeping catastrophes in great continents.

heard to express a sort of hereditary hero-worship of a millionaire who had failed for five million pounds.

We have lived into very strange times; and the first thing that one of those fathers and pioneers might have noted about it would have struck him as very strange indeed. He would say we had lived into an age of artificial prairie fires. A man could once be hanged on the nearest tree for throwing away the smallest match, on the chance that it might set fire to some scrap of more or less valueless vegetation. Stacks and stacks of very valuable vegetables are now deliberately set on fire. Arson has become an act of economy and social utility; doubtless one of the higher forms of Service. We need no longer dwell on the mystery or the irony of Nature destroying the works of Man. It is Man who destroys the works of Man. Considering the unearthly and unique character of the spectacle, we might almost say that Nature has come in with floods and fires as a feeble imitation; an emphasis after the event. For in logic this dislocation between the mind of man and his own works is a far more monstrous mystery than any brute disturbance in the background. The materialists of the nineteenth century believed that the terror and tragedy hanging over men would be the rise of population and the scarcity of food. In many places the real tragedy is the decline of population; in most places the real tragedy is the abundance of food. And it is all the more a real tragedy because it is also a comedy, and almost a farce.

I do not dream of trying to resolve any of these dark problems at this moment or in this place. But it seems to me that all the signs do point, however dimly, to some deep modern error in the mere cult of colossal things; something which perhaps did really begin by being foreshadowed in an excessive byronic worship of the very vastness of the wilderness and the whirlwind. Few would imagine Byron as being very comfortable as a member of the Manchester School or an admirer of the cosmopolitan commerce that radiated from Manchester. Few would picture Rousseau as the manager of a big bank or the controller of a chain-store. But the full theory of freedom did tend to be thinned out into a thin theory of free trade which began to span the world like a spider's web. And the chain-stores do suggest a sort of parody of the very words of Rousseau, for modern democracy was born free, and everywhere it is in chains.

Merely in this atmospheric and more or less imaginative sense, what moves me most strongly is a certain sense of having gone against the omens and the signs. That almost mystical idolatry of size, which some felt even about storms and earthquakes, they did go on enjoying even when constructive and utilitarian things began to show something like the cracks of the earthquake or at least the shadow of the thundercloud. Sometimes there was something really to be called the madness of machinery; as where men no longer used their machines to produce their material, but rather used their material to feed their machines. I admit a certain grandeur in the modern American machine as in the ancient Assyrian sculpture; but the sculpture of Assyria is a wreck upon the desert sands.



"QUEEN MARIE OF RUMANIA WHILE IN MOURNING FOR KING GEORGE V.": A PORTRAIT OF UNUSUAL INTEREST PAINTED BY MR. PHILIP DE LÁSZLÓ AT THE PALACE OF COTROCENI, BUCHAREST.

Mr. Philip de László, the celebrated portrait-painter whose work has been reproduced in our pages on numerous occasions, visited Bucharest recently to paint official full-length portraits of Queen Marie and King Carol, commissioned by the National Bank of Rumania. Both these portraits are to be exhibited at the Paris Salon this year. We reproduce here a rather more intimate study of Queen Marie, painted by Mr. de László at the Royal Palace of Cotroceni, Bucharest.—[Reproduction by Courtesy of the Artist. Copyright Strictly Reserved.]

I do not believe in any mythology of a lady called Nature picking and choosing between France and Florida; though I do not think it any more superstitious than the habit of some Darwinian biologists of talking as if the same fastidious lady did really pick and choose between elephants and giraffes. These things are an allegory; and I only take the text of the storms or floods or fires of the great continents in its particular connection with that quaint old habit of former times which sometimes led men actually to boast, not only of the size of the continent but of the size of the catastrophe. For there was something about it singularly similar to a tone, which can still sometimes be heard taken up, with regard to the great economic earthquake. Some men were heard almost exulting in the breadth and luxuriance of a great forest that had been burned to the ground; very much as other men have been

THE FLYING COLUMN THAT ENTERED GONDAR UNDER STARACE.



FORDING THE RIVER SETIT, ON THE ERITREAN-ABYSSINIAN BORDER, DURING THE ADVANCE TOWARDS GONDAR, NORTH OF LAKE TANA: PART OF THE MECHANIZED FLYING COLUMN OF 5000 MEN AND 500 VEHICLES UNDER LIEUT.-GENERAL STARACE CROSSING THE RIVER—AN OPERATION WHICH TOOK EIGHT HOURS.

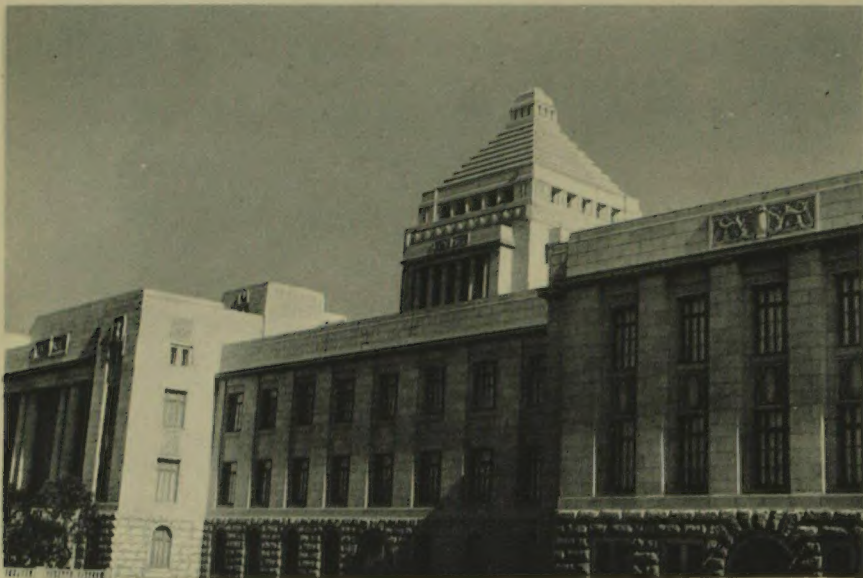


LIEUT.-GENERAL STARACE, THE SECRETARY OF THE FASCIST PARTY, WHO COMMANDED THE TROOPS THAT ENTERED GONDAR, ADDRESSING MEMBERS OF THE FLYING COLUMN ON THE EVE OF THEIR ADVANCE: PICKED MEN FROM THE BERSAGLIERI AND FASCIST MILITIA REGIMENTS LISTENING TO THEIR CHIEF.

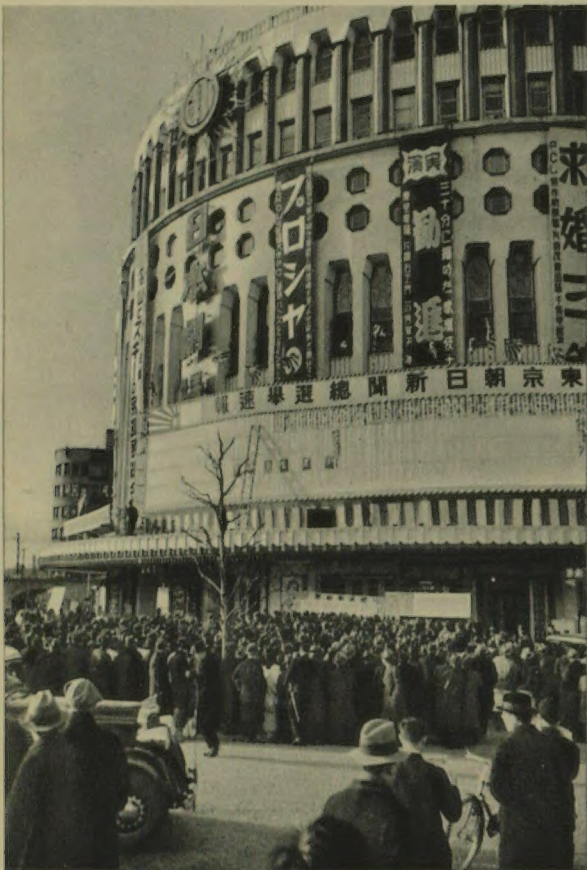
One of the most spectacular feats yet accomplished in the Italo-Abyssinian war was the rapid advance by a mechanized flying column on Gondar. The town was reported occupied on April 1. The column was stated to have left its base in Eritrea, just north of the River Setit, on March 19, and then to have covered about 186 miles of difficult country in twelve days. There was apparently no Abyssinian opposition. The men who first entered Gondar were a column of 3000 mixed troops under Lieut.-General Starace, the Secretary of the Fascist

Party, who left Italy a few weeks ago to take up a command in East Africa. The infantry engaged consisted of the 3rd Regiment of Bersaglieri and the "Mussolini" Blackshirt battalion from Forlì. Two other columns were marching on the town, so that the Lake Tana district was menaced by three columns. As early as April 5 a report was current in Rome that the northern shores of the lake itself had been reached. Photographs of Gondar, which from the seventeenth to the nineteenth-century was the capital of Abyssinia, are given on another page.

AN ELECTION IN JAPAN—WHERE ONLY MEN VOTE: HOW IT IS CONDUCTED.



THE HOME OF DEMOCRACY IN JAPAN: THE NEW DIET BUILDING, WHICH IT IS PLANNED TO COMPLETE BY THE END OF THIS YEAR, SO THAT IT MAY BE READY FOR OCCUPATION AT THE DECEMBER SESSION.



DEMOCRATIC FERVOUR IN JAPAN: EAGER CROWDS ATTRACTED BY THE ELECTION RESULTS POSTED UP OUTSIDE A NEWSPAPER OFFICE.

Finally, there is the Japanese Army. A writer in "The Times" pointed out, after the recently military coup in Tokyo, that Japanese Nationalist officers could ill tolerate the survival of the old political parties, and that the successes of the Social-Democrats and Proletarians in the February General Election undoubtedly incensed them. Such officers wished to exclude the influence of moderate politicians, of the great industrialists, bankers, and men of commerce from the widest field of military affairs. We here give an account of Japanese politics and the recent General Election sent to us by a Japanese correspondent. "Besides the Seiyukai (led by Dr. Kizaburo Suzuki), Japan has the Minseito party, led by Mr. Chuji Machida. In addition to them, there is a Labour Party called the Shakai Taishuto (the 'Social Mass Party'), which has gradually gained ground. It is led by Mr. Iso Abe, a veteran Socialist. As to Fascist organisations, there are a number of them, but they are as yet too weak to have any tangible influence over the masses. Now a few words about the conduct of a General Election in Japan. Under the existing laws, all Japanese male subjects above twenty-five years of age

(Continued opposite.

of a Japanese General Election would, we feel, strike our readers even more forcibly; so quaintly do the prosaic attributes of the democratic franchise appear when transferred to the extreme Orient. Japanese politics have many curious features, and, indeed, it is not easy to decide to what degree Japan can be called a democratic country at all. The two main parties, the Seiyukai ("supporters of the Government") and the Minseito ("Democrats") are really differentiated very little by political principles. The whole question of the position of Ministers (who are not responsible to the Diet) and their right to advise the Emperor has recently given rise to political controversy.

(Continued on left.

RECENTLY we have seen a series of General Elections taking place in different parts of the world. The New Zealand Government went to the polls shortly after our own, last November. The Greek plebiscite on the question of the restoration of the monarchy fell in the same month. Spain elected a new Cortes in February of this year. A General Election was held in Germany in March and France is to go to the poll at the end of this month. Though the French machinery of popular representation is somewhat different from ours, and the German Nazi party's method of obtaining a mandate from the people is strange to us, the spectacle

(Continued in centre.



THE CAMPAIGN FOR CLEANER POLITICS IN JAPAN: POSTERS DENOUNCING POLITICAL CORRUPTION (WHICH, UNTIL THE LAST GENERAL ELECTION, WAS WIDESPREAD) OUTSIDE A POLLING-BOOTH IN TOKYO.



JAPANESE WOMEN AND GIRLS TAKING PART IN THE POLITICAL CAMPAIGN—ALTHOUGH UNABLE TO VOTE THEMSELVES: A DEMONSTRATION BY YOUNG AND OLD.

are enfranchised with a certain residential qualification, except those on the active Army and Navy service and certain others. Females are excluded. In every polling-station Indian ink-pots and brushes are provided. Electors write on the voting paper one name out of those of the candidates from the electoral districts concerned, throwing the paper into the ballot-box without signing. In the last election the Government inaugurated the public management of the election campaign. Under this system the local authorities undertake the printing and distribution of the 'Election Gazette,' in which the political views of the candidates for the districts concerned are set forth. The authorities also provide for the meetings. This system aims chiefly at regulating the election campaign with an eye to the extermination of corruption of electoral circles. Together with the introduction of this system, what characterised the recent contest was the nation-wide campaign for a 'clean election.' Japan's electoral circles had, indeed, been much corrupted—the practice of vote-purchasing prevailing widely."



QUAINT ELECTION APPEALS IN JAPAN: A STREET LINED WITH POSTERS, A CERTAIN NUMBER OF WHICH EACH CANDIDATE IS ALLOWED TO DISPLAY IN ACCORDANCE WITH NEW REGULATIONS OF ELECTION EXPENSES FRAMED TO ELIMINATE CORRUPTION.

A JAPANESE GENERAL ELECTION: NEWS FOR THE VOTER-IN-THE-STREET.



ELECTION RESULTS IN TOKYO: POSTING UP THE POSITIONS OF THE PARTIES ON A BOARD OUTSIDE A NEWSPAPER OFFICE DURING THE "CLEANER POLITICS" GENERAL ELECTION, IN WHICH THE LEFT MADE IMPORTANT GAINS.

A SEAPORT IN BUCKS: MINUTE BEKONSCOT—WITH DOCKS, LINERS, AIRPORT, ELECTRIC RAILWAY, AND A ROADHOUSE.



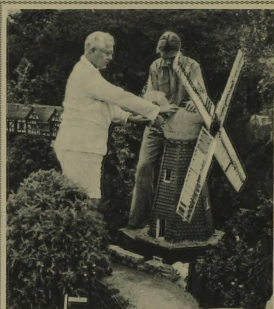
A MINIATURE SEAPORT IN A BUCKINGHAMSHIRE GARDEN: A GENERAL VIEW OF BEKONSCOT, AT BEACONSFIELD, SHOWING THE LAKE, WITH TWO LIGHTHOUSES, PART OF THE RAILWAY, AND THE CHURCH (EXTREME LEFT BACKGROUND).



IN EARLY ENGLISH STYLE, WITH STAINED-GLASS WINDOWS BY EDMUND DULAC: BEKONSCOT CHURCH—PLANTING A RED CROSS FLAG ON THE TOWER.



THE RAILWAY AT BEKONSCOT, WHICH HAS 400 YARDS OF ELECTRIFIED LINE: ONE OF THE FIVE STATIONS, COMPLETE WITH PLATFORMS, TRAINS, AND SIGNALS.



THE OWNER OF BEKONSCOT: MR. CALLINGHAM (LEFT), WITH HIS ASSISTANT, MR. CLARK, AT WORK ON THE CONSTRUCTION OF A WINDMILL.



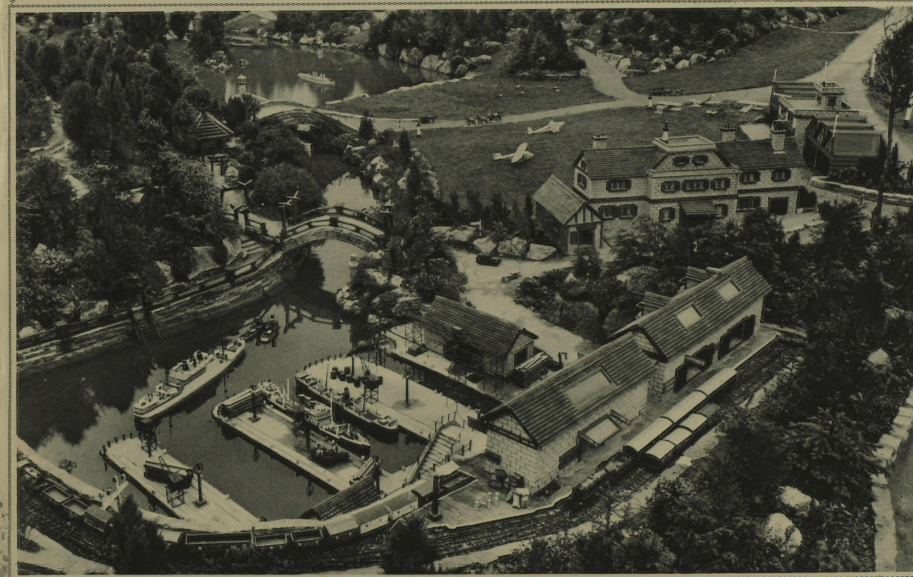
MODERN GULLS AND THEIR WOMENFOLK ADMIRING THE WONDERS OF AN UP-TO-DATE LILLIPUT: A VIEW SHOWING BRIDGES THAT JOIN THE ISLANDS TO THE MAINLAND, HOUSES EMBOWERED IN WOODS, THE PIER AND PAVILION, YACHTS ON THE WATER, AND A LIGHTHOUSE (IN THE LEFT FOREGROUND).

Bekonscot, the famous miniature town in Mr. R. R. Callingham's garden at Beaconsfield, which has been visited by Queen Mary and Princess Elizabeth, is this year celebrating the sixth anniversary of its foundation. As from the beginning of the present month it has been arranged that the model trains on the railway are to run during the afternoon on the first Saturday in each month, and every Sunday between the hours of 2 and 7 p.m., until next

October. The gardens, without the trains working, will be open to visitors every afternoon. A charge of a shilling (children at half-price) is made for admission, and the proceeds go to the Railway Benevolent Institution and other charities. Mr. Callingham began his model village (since developed into an up-to-date seaport) purely as a hobby, but since it has been opened to the public it has become so popular that some 900 people visit it on Sundays,



THE LATEST ADDITION TO THE TRAVEL FACILITIES OF BEKONSCOT: HANTON AERODROME (TEN FEET SQUARE, WITH LANDING LIGHTS AT THE EDGE), SHOWING TWELVE OF THE SIXTEEN AEROPLANES, THE HANGARS, THE HOTEL (CONTAINING COCKTAIL BARS), AND THE CUSTOMS (ADJOINING IT ON THE EXTREME RIGHT).



SUGGESTING A MINIATURE "QUEEN MARY": A THREE-FUNNELLED LINER LEAVING PORT IN CHARGE OF TUGS—AN AIR VIEW OF THE NEW DOCKS AT BEKONSCOT, WITH TWO OTHER STEAMERS AT THE QUAYS, A THIRD AT ANCHOR (LEFT BACKGROUND), THE RAILWAY, AERODROME, AND ROAD TRAFFIC.

and it has already been the means of raising nearly £1400 for charity. During the last year there have been added docks, with warships, liners, and cargo-boats; an airport, complete in every detail, with model aeroplanes of various nationalities; a roadhouse; and a swimming-pool. In designing and constructing Bekonscot, Mr. Callingham was assisted by his gardener, Mr. W. A. Berry, who built the church. Near it are the Town Hall, Post

Office, and shops in the High Street. From the chief railway station a steep decline leads to the lake, with its pier and pavilion, and scattered about the neighbouring fields and woodlands are picturesque houses. The town is electrically lit, and road vehicles are controlled by traffic lights. The railway has double lines of rails, with cuttings spanned by bridges, and an intricate system of points and electric signalling.



THE WORLD OF SCIENCE.



BIRDS THAT HAVE FOUND THEIR "SEA-LEGS."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

I AM now writing a book which is to show that the course of the evolution of animal bodies, including man himself, has been and is determined not by "Natural Selection," but by the results of use and disuse. On this theme I have more than once commented on this page. Nevertheless, I make no apology for returning to the subject, for some of my readers may have missed these particular essays, and I have also in mind new readers. My contention is based on the well-known physiological results following the digestion of one's last meal. The products of this digestion, in short, are used to repair the waste which takes place in the different tissues of the body according to the measure of their activities. Those parts of the body which have been used most will naturally absorb most of this restorative material; the rest will get what is left. Anything left over, after all parts have been satisfied, will be used to promote growth or, under certain circumstances, fat.

I propose now to explain my meaning by taking a few concrete cases furnished by the intensive use of the hind-limbs in diving birds, more especially the grebes and divers. The dabchick and the great crested grebe, and the red- and black-throated divers, happily, are still fairly numerous, and those who will take the trouble will be well repaid by watching them in their chosen haunts, and comparing the one with the other. The grebe and the dabchick can still walk, though their excursions on land are limited to the breeding season and to a space no more than sufficient to afford lodgment for the nest; hence their perambulations are strictly limited. When ashore they stand nearly upright, and this

should be noted before turning to the internal structure, and this concerns the foot. For in the grebes the toes are not webbed, but bear large lobes, like those of the coot, while in the divers they are webbed,

the level of the knee-joint and presenting a semi-circular excavation for the reception of the end of the thigh-bone. Behind this spine is a long, pyramidal knee-cap, projecting above the spine of the shank just referred to. But this knee-cap is freely movable upwards. This allows of a certain amount of movement at the knee-joint, though by no means as much as in birds which walk well, as, for example, in plovers or cranes. The next segment of the leg, called by ornithologists the "tarsus," is generally covered by an investment of scales, and is surprisingly compressed from side to side, so that it cuts the water cleanly on the forward stroke. And, furthermore, the toes are so set at the end of the shaft that they fold, on the forward stroke, one behind the other, and so offer no resistance to progress.

In the divers, this peculiarly modified limb goes a stage further. The spike at the knee-joint of the shank is much larger, and is hollowed out behind, at its base, so as partly to grip the end of the thigh-bone, and so make it impossible for the leg to be straightened out. Hence the total inability of these birds to stand upright or walk. The sliding knee-cap seen in the grebes has fused with the knee-spike. The same mechanism for the folding up of the toes

found in the grebes obtains here also. These two types, then, show in a very convincing manner that marvellous "self-regulating" mode of growth which obtains in all living bodies. Thereby that body comes to be shaped precisely in accordance with the stresses and strains imposed on it, in accordance with its mode of life.

But there is one other bird which must find a place here, and that is the extinct, flightless diver *Hesperornis*, a bird vastly larger than the modern divers, since it stood three feet high. The hip-girdle and the leg show the same structural adjustments for swimming and diving, but here the knee-cap was very large and remained free, as in the grebes. This bird carries us back to the Cretaceous era, millions of years before the appearance of the modern divers. Even so, *Hesperornis* was the descendant of a long line of ancestors—

witness the fact that while its jaws were still armed with teeth at the end of the upper jaw, these teeth had become reduced to vestiges, and their place taken by a horny sheath. *Hesperornis* had also lost the power of flight. Indeed, as a link in the chain of the evolution of the diver tribe, *Hesperornis* is peculiarly interesting.



1. THE RED-THROATED DIVER ON ITS NEST: A BIRD WHICH IS INTENSIVELY AQUATIC IN ITS MODE OF LIFE AND UNABLE TO WALK ON LAND BY REASON OF THE PECULIAR STRUCTURE OF ITS LEGS; ITS NEST BEING, IN CONSEQUENCE, ALWAYS PLACED AS NEAR TO THE WATER AS POSSIBLE.

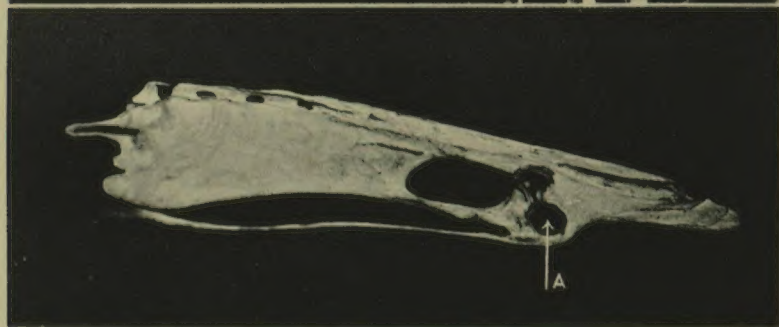
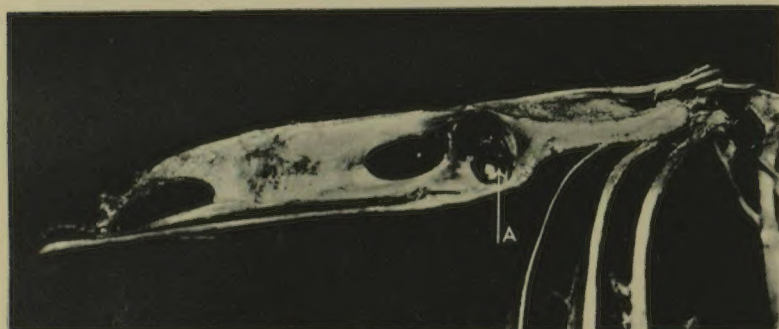
Owing to the peculiar conformation of the shank of the diver's leg, the bird is unable to stand upright or walk. There is a great spike at the knee-joint—illustrated on the left in Fig. 3.

as is the rule among swimming birds. Finally, it is to be borne in mind that the grebes are fluviatile, while the divers are marine. True, both the red- and the black-throated divers come inland to breed, but they always keep within a few feet of the edge of the water. And this because they are totally unable to walk, and have to pass to and from the nest by resting on the breast and shoving the body forwards by means of the feet.

It is not, however, till we come to examine the skeleton of the pelvic girdle and limb that we can realise the profound changes which this intensively aquatic life has brought about. In both types the pelvic girdle is remarkable for the high degree of lateral compression which it has undergone, and in both types that portion which lies in front of the acetabulum, or socket for the thigh-bone—the "pre-

acetabular ilium"—is no more than one-third the length of the portion lying behind this socket—the "post-acetabular ilium." And precisely similar proportions obtain in the long, narrow pelvis of the land-dwelling, cursorial ostrich tribe. For the moulding of the hip-girdle is dependent on the area occupied by the main muscle mass running from the girdle to the leg. In the case of the divers, these muscles have to drive the body over and under the water; in the case of the ostrich, they have to supply the motive-power for intensive land-travel. For the ostrich tribe are all flightless, save in the case of the tinamous, which have a pelvis of normal type.

The leg in the grebes and divers presents some very remarkable features. In the grebes the shank of the leg—between the knee and the ankle—is produced upwards into a conical spine, projecting above

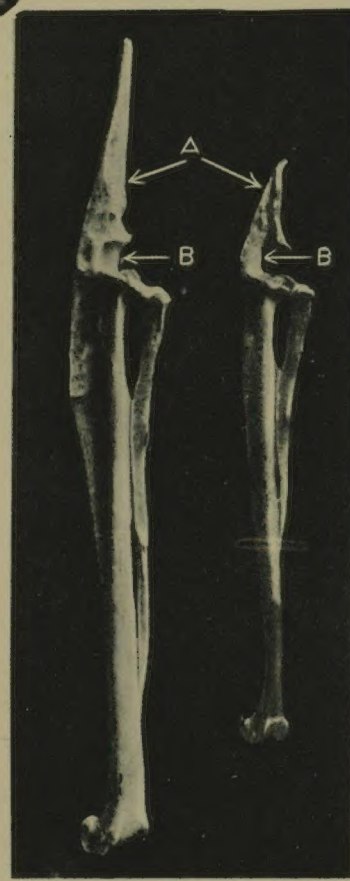


2. THE HIP-GIRDLE OF THE GREAT CRESTED GREBE (ABOVE) AND THE DIVER: THE PART OF THE GIRDLE ON THE LEFT OF THE LEG-SOCKET (A, A)—THAT IS BEHIND THE LEG-SOCKET—EXAGGERATED IN SIZE TO AFFORD ANCHORAGE FOR POWERFUL SWIMMING MUSCLES.

In the case of the grebes and the divers, the part of the hip-girdle in front of the leg-socket (seen to the right in these illustrations) is barely a third of the length of the part behind the leg-socket.

because the femur, or thigh-bone, has become excessively shortened, so that the legs seem to emerge from the extreme hinder end of the body. This shortening of the thigh has come about owing to the moulding of the whole limb by its incessant and intensive use as a propeller when afloat. The cormorant, leading a precisely similar mode of life, shows a similar backward shifting of the hind-limb, though its skeleton has become less intensively changed, showing that its tissues have responded differently to precisely similar stresses and strains. This result we find commonly throughout the animal kingdom—hence the diversities of Evolution.

In this connection both the hip-girdle, or pelvis, and the hind-limb must be considered together. For the muscles of the limb take their origin from the girdle. But there is another external feature which



3. THE REASON WHY DIVERS ARE UNABLE TO WALK ON LAND AND GREBES CAN DO SO BUT CLUMSILY: THE PECULIAR CONFORMATION OF THE SHANKS OF THE LEGS OF THESE BIRDS (DIVER ON LEFT), SHOWING THE SPIKE (A), PROJECTING ABOVE THE KNEE-JOINT (B). The knee-joint is represented by a hollow (B) at the base of the spike; into this the thigh-bone fits. In the grebe there is a long knee-cap or "patella," attached to the spike and capable of being pressed down on the end of the thigh-bone. As it can be slid up and down, the leg can be more or less straightened out, thus enabling the bird to stand up and walk clumsily. The red-throated diver on the other hand, is unable to walk, and can only get to its nest on land by resting on its breast and shoving its body forwards by means of its feet.

ANTHROPOLOGICAL SCULPTURE: PREHISTORIC TYPES RECONSTRUCTED.

BY COURTESY OF THE DIRECTOR OF THE ANTHROPOLOGICAL DEPARTMENT, STATE MUSEUM OF NATURAL HISTORY, VIENNA.



THE OLD MAN OF LA CHAPELLE AUX SAINTS: A HEAD RECONSTRUCTED IN SCULPTURE BY F. FAHRWICKL.

THESE interesting photographs of reconstructive sculpture, representing various well-known types of prehistoric man, have reached us from Dr. V. Lebzelter, Director of the Anthropological Department at the State Museum of Natural History in Vienna. In a covering letter he writes: "The Department has had for a number of years a special laboratory for the scientific reconstruction of facial types of extinct and prehistoric races." Two of the heads here shown, it will be noted, are based on skulls found in Moravia, now part of Czechoslovakia. In this connection our readers will recall that many pages were given, in our issues of March 21

[Continued below.]



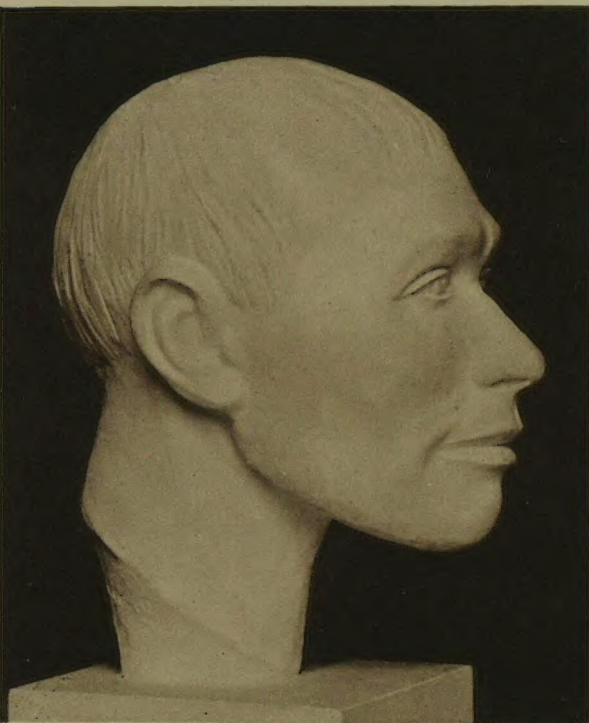
THE WOMAN OF GIBRALTAR—A TYPE OF THE NEANDERTHAL RACE—PORTRAYED IN RECONSTRUCTIVE SCULPTURE: TWO VIEWS OF A HEAD BY R. KOLLER.



RHODESIAN MAN: A SCULPTURAL RECONSTRUCTION FROM A FAMOUS PREHISTORIC SKULL THAT WAS DISCOVERED IN SOUTH AFRICA, IN 1921, IN A MINE AT BROKEN HILL, NORTHERN RHODESIA—A HEAD BY E. ENGEL-BAIERSDORF, SEEN IN PROFILE AND FULL FACE.



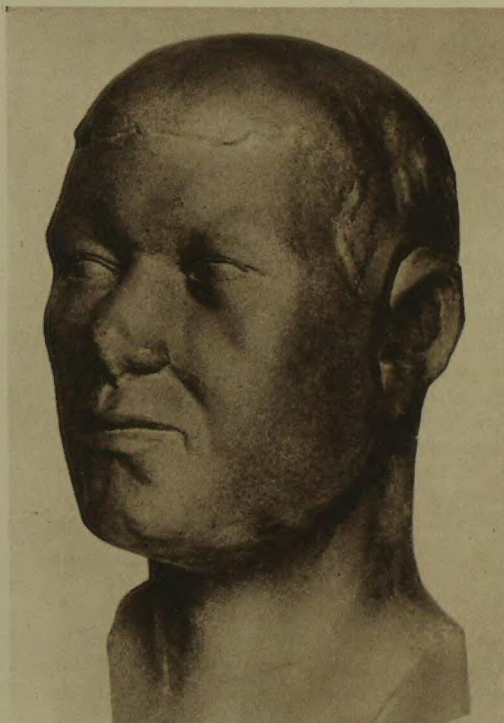
THE OLD MAN OF CRO-MAGNON, A PREHISTORIC TYPE OF HIGH INTELLIGENCE: A RECONSTRUCTION HEAD BY E. GRENSER.



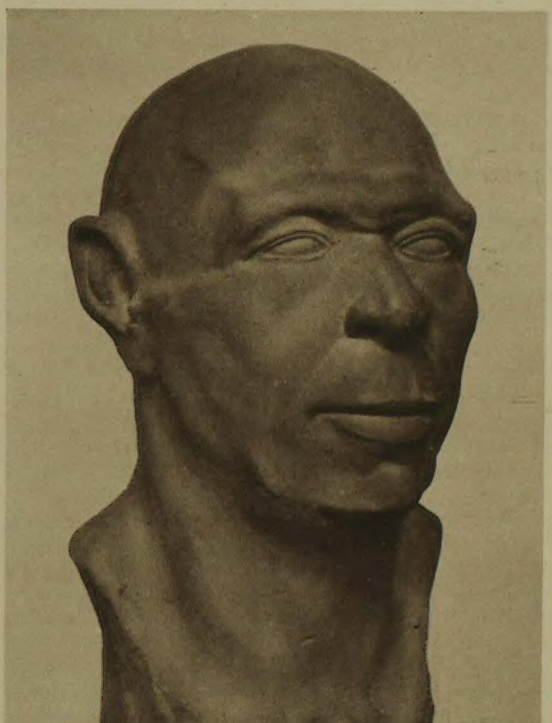
AN AURIGNACIAN TYPE: AN ICE-AGE HUNTER REPRESENTATIVE OF THE LATER PALEOLITHIC PERIOD, RECONSTRUCTED IN SCULPTURE BY E. ENGEL-BAIERSDORF.

[Continued.]

and 28, to an illustrated account by Dr. Karl Absolon of his discoveries in that region, on the site of vast settlements occupied by mammoth- and reindeer-hunters some 30,000 years ago. The reconstruction sculptures from Vienna also call to mind similar work to be seen in the Hall of the Old Stone Age in the famous Field Museum of Natural History at Chicago. It possesses, for example,



AN ICE-AGE HUNTER OF LATER PALEOLITHIC TIMES: A RECONSTRUCTION HEAD BY E. GRENSER BASED ON A SKULL FOUND IN MORAVIA.



AKIN TO MAMMOTH-HUNTERS DESCRIBED IN OUR ISSUES OF MARCH 21 AND 28: A HEAD BY E. GRENSER, BASED ON DISCOVERIES AT PREDMOST, MORAVIA.

a series of dioramas containing life-size groups of prehistoric Europeans, of successive periods, shown in realistic settings with typical caves, rock-shelters, and lake-dwellings. In another hall are anthropological sculptures, by Miss Malvina Hoffman, representing types of primitive races still in existence. We illustrated these works in our issues of May 20, August 19, and October 14, 1933.

Concerning the article and illustrations here published, Sir Arthur Keith, F.R.S., the famous anthropologist, has kindly given us his opinion. He writes: "The following communication which 'The Illustrated London News' has the privilege of publishing is of high importance to those engaged on the problem of human evolution there can be no question. The exact place of Java man (*Pithecanthropus*) in the scale of time has been much debated; this is not the first occasion on which geologists have made this most primitive form of man relatively modern in date. The fact remains— with all due deference to a statement attributed by

Pleistocene. Soon, however, the psychological complex, well known also in other discoverers, to try and date back fossilised human remains as far as possible, started to prejudice Dubois' opinions, and after a few years he referred his Ape Man to the Upper Tertiary. This last statement was not accepted by the majority of palaeo-anthropologists, who continued to regard *Pithecanthropus* as Lower Pleistocene. For years the problem was left at that stage, but during the last decade the Geological Service of the Netherlands Indies again took up the study of the Pleistocene layers encountered in the archipelago, and brought together an enormous collection of fossilised bones of Ice-Age animals. Co-ordinating the results of the recent geological research with the conclusions he drew from his study of the discovered fossil-bones, and from his own studies in the field, Dr. R. von Koenigswald, Government paleontologist, has now been able to throw new light on the problem of the Ice-Age fauna of Java, and in connection therewith on the age of *Pithecanthropus*.



FIG. 1. STONE IMPLEMENTS FROM PLEISTOCENE LAYERS IN JAVA: (A) AN ARTIFACT RESEMBLING A LEVALLOIS FLAKE FROM FRANCE; (B AND C) SMALL BORERS; (D) AN AWL OR ARROW-HEAD; (E, F AND G) FLAKES.

Dr. Callenfelds to Dr. Shellshear—that *Pithecanthropus* is in brain and skull the lowest representative of the human family known to us—distinctly lower than *Sinanthropus*—and I cannot believe that the fauna associated with Peking man is really older than that associated with Java man."

SOME time ago I had occasion to publish some preliminary remarks on implements found in Ice-Age layers in Java (see *The Illustrated London News*, Aug. 18, 1934). Until a few years ago all prehistoric research in the archipelago of the Netherlands Indies was paid for by the Government of that Dutch colony, but on account of the economic depression, which is still strongly felt in that mainly agricultural part of the world, a vote in the Budget for purely scientific work is an impossibility at present. So, with the little funds at our disposal, research has been continued on a smaller scale, fortunately with unexpectedly interesting results.

To get an insight into the real importance of the latest discoveries, however, we must go back fifty years in the history of anthropology. At that time, a young Dutch physician, Dr. E. Dubois, a strong adherent of the theory of evolution along the Darwinian lines of natural selection and the survival of the fittest, became convinced, with other palaeo-anthropologists, that the cradle of the human race had to be looked for in south-east Asia, and that if ever the so-called "missing link" were found, it would be in the archipelago of the Netherlands Indies. To enable himself to start research in that direction, he entered the Medical Corps of the Army of the Netherlands Indies, and was sent out East. The Government of the colony became interested in the problem and enabled him to spend all his time on investigations. In 1890 success crowned his work, when his assistants encountered, in an excavation near Trilni village, in Central Java, a skull-cap, a thigh-bone, and a back tooth. The thigh-bone undoubtedly represented an upright-walking human race, but the skull was very primitive, something halfway between that of an ape (especially a gibbon) and a man, but with a brain-capacity nearer to that of the most primitive of existing races than to that of any of the living apes. Dubois called this new being *Pithecanthropus erectus*, the upright-walking ape-man. With these remains, and also at other places in Java, fossilised bones of now extinct mammals were encountered, which enabled Dubois to date his *Pithecanthropus* back to the early Ice-Age, the Lower

NEW AND UNEXPECTED LIGHT ON THE FOSSIL ANIMAL BONES FOUND WHICH

By DR. P. V. VAN STEIN CALLENFELDS, O.B.E., Hon. Prehistoric Research to the Netherlands Indies. Illustration

is that the Leydekker deer in some, and that its place is taken by a bigger deer, *Axis javanicus*.

By comparison with Indian fossil fauna and a special study of the development of *Stegodon* (Fig. 3), a kind of elephant, during the Tertiary and the Pleistocene, Dr. von Koenigswald succeeded in dating the Djets fauna back to the end of the Tertiary and the beginning of the Pleistocene; fixed the Trilni fauna in the Middle, and the Ngandong fauna in the Upper Pleistocene. As *Pithecanthropus* is found with fossils of the Trilni fauna, not only at Trilni, but, as Dr. von Koenigswald has shown, also at two other sites, Sangiran and Kedung Brubas, it can now be accepted as proved that he dates back only to the Middle Pleistocene. *Sinanthropus pekinesis*, the famous Peking man, is undoubtedly from Lower Pleistocene layers, and so some hundreds of thousands of years older than *Pithecanthropus*. It should be noted that in other parts of the world human beings much more developed than *Pithecanthropus* are known to have existed in this same Middle Pleistocene period.

In a paper read to the Prehistoric Congress of the Far East in February 1935, the famous brain anatomist, Professor Dr. J. Shellshear, D.S.O., of Hong Kong University, dealt with the features of the brain in most of the known primitive human types, and concluded also that *Pithecanthropus* was more specialised than the Peking man, and therefore could not be on the direct line of descent of modern mankind, but more probably was one of Peking man's descendants. The importance of Dubois' find has, in fact, become rather diminished by the latest discoveries, perhaps even more, as I shall point out, than is accepted at the moment.

By courtesy of Dr. von Koenigswald, I am able to illustrate this paper with three photographs of reconstructions of the fossil Javanese animals which played such a prominent part in the establishing of the facts mentioned above. Fig. 5 is the complete skeleton of the primitive Javanese hippopotamus of the Djets fauna, which had not yet taken to the water like its modern representative, with two other hippo-skulls, the lower one of the modern African



FIG. 2. IMPLEMENTS FROM PLEISTOCENE LAYERS IN JAVA, MUCH WATER-WORN: (A) A ROSTRO-CARINATE; (B AND C) CLACTONIAN TYPES; (D) A TYPE EQUIVALENT TO THE PRE-CHELLEAN IN EUROPE.

JAVA APE-MAN, PITHECANTHROPUS: HELP IN DETERMINING HIS PERIOD.

By F.R.A.I., L.S.A., R.A.S. Mal. Br., and R.B.S.A.S., Adolfer for 3, 4, and 5, from Photographs by Dr. Ralph von Koenigswald.

Hippopotamus major, and the upper one of the *Hippopotamus nomadicus*, living in Java at the time of the Trilni and Ngandong stages, and so a contemporary both of *Pithecanthropus* and of Solo man, on whom a paper appeared in *The Illustrated London News* of June 4, 1935. Figs. 3 and 4 speak for themselves.

In a former paper in this journal (Aug. 18, 1934) I reported that the paleontologist Dr. R. von Koenigswald, and a geologist of the Geological Survey of the Netherlands Indies, Ir. ter Haar, had discovered in the layers from which Solo man came implements of stone and horn which were certainly to be associated with that primitive member of the human race, and I was able to give illustrations of several of the artefacts encountered. I pointed out then that all circumstances regarding this culture were not yet clear, and that, for instance, types of implements occurred which in other parts of the world, especially in Western Europe, belonged to periods tens of thousands of years apart.

Typologically speaking, the implement *a* in Fig. 2 is a true rostrato-carinate, an artefact resembling in shape the forepart of a ship turned upside down, with part of the keel and the stem uppermost. The battered point at the end of the beak proves that this was the part of the manufacture which was used. At the same time, *b* and *d* in Fig. 2 are typical Clactonian, although both these and the former implement are smaller than their European counterparts. The manufacture *c* on the same plate, if found in England or France, would certainly be considered Pre-Chellean. The earlier of these types of implements are dated back in Europe to the end of the Middle or the beginning of the Upper Pleistocene. Artefact *a* in Fig. 1, on the other hand, resembles an exact copy of a so-called Levallois flake from France, a type of implement tens of thousands of years younger than the older ones. And the small borers (Fig. 2, *b* and *c*), together with the bone harpoon illustrated in the Aug. 18, 1934 number of this journal, would be labelled in Europe Upper, and even late Upper, Pleistocene, if not younger.

In Java most of these implements are reported to come from Upper Pleistocene layers. One has to remember, however, that Upper Pleistocene, although it is a term sufficiently precise for the purpose of a geologist, indicates a period covering



FIG. 3. A PRIMITIVE HIPPOPOTAMUS FROM TERTIARY AND LOWER PLEISTOCENE LAYERS, MUCH LESS AQUATIC THAN THE MODERN SPECIES, AS SHOWN BY THE WEAKER LEG AND FOOT JOINTS AND SMALLER HEAD PROTUBERANCES; WITH TWO SKULLS—(UPPER) OF HIPPOPOTAMUS NOMADICUS, CONTEMPORARY IN JAVA WITH PITHECANTHROPUS AND SOLO MAN; (LOWER) SKULL OF THE MODERN AFRICAN HIPPOPOTAMUS MAJOR.

perhaps more than 100,000 years. The fact that 60,000 years cover the whole of the Sumerian, Egyptian, Minoan, Greek, Roman, and modern civilisations clearly indicates that the geological determination of the Javanese implements as Upper Pleistocene does not necessarily mean that they all belong to the same civilisation, representing as they do European types of such widely divergent periods as the rostrato-carinate, the Levalloisian, and the Magdalenian. It is permissible to suppose that in Java also, during the Upper Pleistocene, civilisations

existed both topologically and chronologically far apart. A closer study of our implements bears out this supposition. The implements in Fig. 2 are all strongly water-worn, although the rostrato-carinate (*a*) and the Pre-Chellean (*c*) are far less worn than the Clactonian (*b* and *d*). The Levallois flake (*a*) in Fig. 1 is only slightly water-worn, while the awl or arrow-head, whichever it

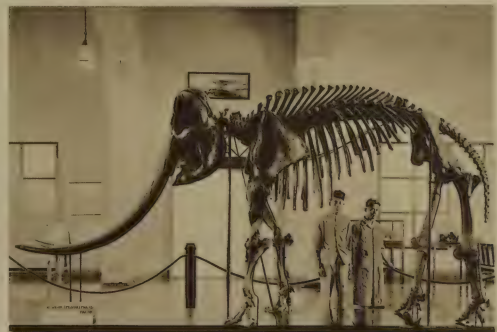


FIG. 4. THE GIANT WATER-BUFFALO—BOS (BUBALUS) BUBALIS PALAEOBUBALUS—which, when alive, must have had a horn-span of over 10 ft. A skeleton in the Geological Museum at Bandung, in the Dutch East Indies.

abundance of *Axis leydekkeri* render the Trilni stage readily separable from the Ngandong, characterised by the absence of the antelope, the scarcity of Leydekker's deer, and the abundance of another deer, *Axis javanicus*. The difference between these two faunas is, however, slight compared with that existing between the Trilni and the Djets faunas. A considerable element of the Trilni fauna is known to have survived into the Ngandong stage, among which survives *Pithecanthropus* itself might have been included.

And as the stone implements encountered in the Trilni and Ngandong layers are practically identical, both from the point of view of typology and from the degree in which they are more or less water-worn, *Pithecanthropus* may have been still existing when real *Homo* types, like the Solo man, appeared in Java. If this be admitted, it is not at all certain that the human thigh-bone, found at Trilni in the neighbourhood of the skull cap of *Pithecanthropus*, belongs to that skull. For years already, several anthropologists have only reluctantly accepted the fact that the skull and femur belonged to the same individual, simply because no proof existed of *Homo* living in Java during that period, while others have actually denied that both belonged to the same species. The idea that Solo man and *Pithecanthropus* were possibly co-existent supports the hypothesis of the latter, that the skull belongs to an ape-man, or may even be only a highly developed gibbon, and that the thigh-bone was part of the body of a real *Homo*.

If that co-existence could be definitely established, *Pithecanthropus*, although it will always remain an interesting fossil, will lose much of its importance for the study of the evolution of the human race. It would be of prime importance to anthropology and prehistory to have any evidence obtained through methodical excavations in Java, but where we are to get the few thousand guides to enable us to carry out these investigations is at present the biggest problem of all.

LORD PRECIOUS STREAM.

BEING AN APPRECIATION OF

"LAKE TANA AND THE BLUE NILE." By R. E. CHEESMAN.*

(PUBLISHED BY MACMILLAN.)

MAJOR CHEESMAN'S name is already well known to the public for his explorations in Arabia, and it is of special interest to readers of this journal, which has already had the privilege of illustrating some parts of the subject-matter of the present volume. In our issue of June 29, 1935, will be found a series of photographs taken by Major Cheesman in the course of his extraordinarily interesting surveys of Lake Tana and its islands. The volume now published assembles the results of those surveys, and becomes at once the principal authority upon a subject of capital importance to British interests in Africa.

In 1925 Major Cheesman was appointed British Consul in the Dangila district, which covers the North-West area of Ethiopia. Surveying unknown territory (as he explains) is no part of a Consul's official duties, but it was Major Cheesman's hobby, and he set before himself a quest with two interrelated objects, which together formed "the only bit of pioneering exploration left in Africa." Between 1902 and 1933 there had been five British expeditions, for engineering and survey purposes, to Lake Tana, but they were confined to technical investigations, and Major Cheesman's first object was to make a complete survey of the Lake, its shores, islands, and physiography. Attempts to explore the course of the Blue Nile have a longer history (extending

to draw it; it is believed to be one of the four streams which issued from the Garden of Eden (Genesis ii. 13), and death is supposed to follow any illicit or profane use of the water. Dispensed with much ceremony by the priests, it is credited with healing powers. We can well understand the feelings of Major Cheesman when, with the picture of this little spring in mind, he stood, years later, on the Mogrum at Khartoum, at the junction of the Blue Nile and the White Nile. "Before me lay a huge expanse of moving water. Beyond the combined waters, no longer the Blue Nile but the Nile, lay the minarets and

The monks are jealous of their secrets, but, once satisfied with Major Cheesman's credentials, they met him everywhere with courtesy and hospitality. In nearly all the monasteries are many priceless treasures—books, relics, and paintings—which offer a rich harvest to expert researchers. These antiquities spread over a period of some sixteen hundred years, and many of them date back to the fourth century, when Ethiopia was converted to Christianity. On these islands priests perform the dance which David danced before the Lord: here may be seen innumerable relics of Biblical characters, including a glass bowl, which Solomon (with a fine contempt for chronology) used as his wash-basin! On the island of Daga the favoured visitor may view the mummy of the Emperor Fasiladas (1632-67), in perfect preservation; at Gorgora, on the northern coast, stand the ruins of the palace which the Portuguese Jesuit priest Pedro Paez built—by what miracles of ingenuity and effort no modern man can guess—for the Emperor Susenyos in 1614. Perhaps the most interesting antiquities of all are to be found on the island of Tana Kirkos, whereon, according to persistent tradition, the Ark of the Covenant first rested when it was brought by Menelik I. from Jerusalem. On this island, near the church, stand three short stone pillars of pre-Christian civilisation. "They are the sacrificial altars used by the Israelitish priests. Circular basins were cut in the top, into which the blood of the victims was allowed to flow, and from which it was sprinkled on to the congregation by the priests. On one pillar the cross carried by Frumentius has been erected. It was placed on these altars by his own hand as a symbol that Christianity had arisen above the pagan rites of bygone years."

To turn from these fascinating historical survivals, it remains to consider the utilitarian results of Major Cheesman's indefatigable survey. He is the first man to supply the answer to four questions concerning the Blue Nile which have been the major problems for engineers. (1) There are no lakes except Lake Tana. (2) The descent of the stream from its great height at Lake Tana (6000 feet) to 1492 feet at Roseires in the Sudan is, on the whole, by small declivities forming rapids or cascades, though there is one important fall, 150 feet in height, at Tisisat. (3) "There is no level area of land in the valley of the Blue Nile in Abyssinia or in that of its tributaries that is suitable for irrigation purposes." (4) There are two possible sites for reservoirs at Kork and at Zemmi (the latter about 100 miles distant from Addis Ababa), but "both have the same drawback, that they would collect large quantities of silt, the disposal of which from a reservoir would present a problem that in the case of Lake Tana does not arise."

We should do Major Cheesman's admirable book an injustice if we left the impression that it is merely a record of a technical achievement. In its earlier chapters it also contains a wealth of information about the customs and institutions of one part at least of a country which, at this critical stage of its history, is the subject of violently conflicting views and impressions. What the future may hold for this part of Abyssinia—or for the rest of it—none can say; but it is at least possible that Lake Tana, for the first time in history, may soon become the scene of warfare waged by a European Power. That this possibility is no distant one is proved by news published on other pages in this issue, recording the occupation by Italian troops of Gondar, only twenty miles from the northern shore of the lake, which stands in the direct line of the new advance. Never can a book of exploration and geographical description have been published at a more apposite moment. The excellent detailed maps at the end of the book deserve to be commended.



THE SOURCE OF THE BLUE NILE, 9500 FEET ABOVE SEA-LEVEL, IN THE MOUNTAINS SOUTH OF LAKE TANA: GISH ABBAI, A SACRED SPRING SURROUNDED BY AN ARTIFICIAL FENCE OF DRY REEDS.

The Blue Nile rises in the mountains south of Lake Tana, and for the first part of its course, where it is called the Small Abbai, it flows northwards into the lake. The river leaves the lake again at its southernmost point, and takes a great sweep south-east and south before flowing west and north-west to join the Nile at Khartoum. The spring is sacred. Major Cheesman writes: "It is believed in Ethiopia to be the river mentioned in the Bible as being one of four that flowed from the Garden of Eden: 'And the name of the second river is Gihon: the same is it that compasseth the whole land of Ethiopia.'"

faint grey outline of the town of Omdurman. The scene conjured up contrasting visions; of a little spring surrounded by reeds in the Abyssinian mountains, pleasant river scenes, green pastures, and grazing cattle and willow-lined streams that might have been somewhere in England, tumbling cascades, an inland sea, a magnificent waterfall; a forbidding canyon getting deeper, hotter and ever more difficult; cataracts; mountains; struggling mules, the tragedy of dying mules, the haunting memory of dying men; mountains and yet more mountains; hot lowland forests; negro villages; easier marches, a placid and wider river, steamboats, a great barrage; a modern African city. After a thousand miles of rest- less travel, the Blue Nile had arrived."

We must content ourselves with a glimpse of this dissolving view of the manner in which Major Cheesman unveiled one of Africa's most jealously kept secrets, though it would be tempting to follow him through all the adventures of his quest—a temptation which the reader, unlike a reviewer, need not resist. Even more interesting to the general reader is the description of Lake Tana and its islands, monasteries, and churches. These nooks and crannies of a continent which seems inexhaustible in surprises, teem with history, especially with vestiges of early Christianity. They can be reached only by primitive and precarious transport by means of the *tankwa*—a quaint craft, half-raft and half-boat, made of bundles of reeds bound together with strips of fig-bark. The secret of their construction and navigation is possessed only by the tribe of Waitos, who inhabit the shores of the lake. Major Cheesman expresses high appreciation of their skill and devotion, to which, in sudden storms, he was several times indebted for his life.



ONE OF THE RARE GLIMPSES OF PRE-CHRISTIAN TIMES IN ABYSSINIA: ISRAELITIC SACRIFICIAL ALTARS, WITH THE CROSS OF FRUMENTIUS, THE FOURTH-CENTURY BISHOP, ON TANA KIRKOS ISLAND, LAKE TANA.

On Tana Kirkos Island stand three short stone pillars, sacrificial altars used by Israelite priests. On one pillar has been set up the cross carried by Frumentius, the bishop who brought Christianity to Abyssinia in the fourth century A.D. "It was placed on these altars by his own hand as a symbol that Christianity had arisen above the pagan rites of bygone years." Reproductions by Courtesy of Macmillan and Co., Publishers of "Lake Tana and the Blue Nile."



DEBRA MARIAM LAGOON, WITH THE INLET FROM LAKE TANA: ONE OF THE SITES SUGGESTED FOR THE LAKE REGULATOR.

The Blue Nile irrigates the cotton-fields of the Anglo-Egyptian Sudan. There have been several plans for a regulator and dams at the spot where the river leaves Lake Tana. Here is shown one of the sites suggested for the regulator.

over many centuries) than can be described here; the farthest point was reached in 1905, when the Norwegian explorer, B. H. Jesson, followed the right bank of the river through the Sudan and for 150 miles inside Abyssinian territory, but had to break off his expedition at a point 300 miles short of Lake Tana. It was this 300-mile stretch of the Blue Nile canyon, not previously "seen by any European except at some half-dozen fords," which Major Cheesman determined to explore. Apart from the formidable nature of the country, he was confronted by many obstacles. Local authorities, even when the sanction of the Emperor himself had been given, were by no means eager to have the responsibility of audacious European explorers on their hands. Worse than this, the mystic stream itself had acquired a superstitious sanctity, and native bearers approached it with apprehension. When, during his 1927 expedition, Major Cheesman lost several men through illness, and was himself stricken down, he had hard work to persist against what was thought to be a supernatural ban. Beasts of prey were, of course, taken for granted and treated as negligible (not so, however, mosquitoes and horse-flies)—as the following casual reference may show: "Traces of elephant were to be seen all the way, and the first men of the caravan had to turn a lion out of the place we had selected for camp. They told me they thought he was not annoyed, as he went off wagging his tail!"

It was impossible for Major Cheesman to complete his task in one continuous expedition; he could only carry it out piecemeal, as opportunity offered, and thus the whole enterprise took him eight years, during which time he travelled some 5000 miles on mule-back.

The Blue Nile, in its beginning, is the Small Abbai, which flows into Lake Tana. The outflow of the Lake at Chara Chara is the Big Abbai, *alias* the Blue Nile itself. The Small Abbai rises from a little spring on Gish Mountain, 9500 feet above sea-level, in a district called Sakala. The water is holy, and none but its guardian priests are allowed

* "Lake Tana and the Blue Nile: An Abyssinian Quest." By Major R. E. Cheesman, C.B.E., His Britannic Majesty's Consul in North-West Ethiopia, 1925-34. Author of "In Unknown Arabia." Illustrated. (Macmillan and Co.; 18s.)

TAKEN BY AN ITALIAN COLUMN: GONDAR—ON THE WAY TO LAKE TANA.



ANCIENT PALACES OF GONDAR: THE FORMER CAPITAL OF ABYSSINIA OCCUPIED BY ITALIAN TROOPS IN THEIR ADVANCE TOWARDS LAKE TANA ON THE EXTREME WEST OF THE NORTHERN FRONT—ARCHITECTURAL GLORIES OF PORTUGUESE INSPIRATION NOW IN DECAY.



RUINS OF PORTUGUESE-BUILT CASTLES AT GONDAR: BUILDINGS OF A KIND UNIQUE IN AFRICA, RECALLING MEDIEVAL FORTRESSES OF EUROPE.



THE EMBATTLED WALL OF AN OLD PALACE AT GONDAR: A RELIC OF THE PORTUGUESE MISSIONARIES AND ADVENTURERS WHO VISITED THE CITY.



GONDAR: A GENERAL VIEW OF THE TOWN FROM THE AIR; SHOWING (CENTRE) THE RUINED CASTLE OF KING FASILADAS, WHO REIGNED FROM 1632 TO 1665.



THE CASTLE OF FASILADAS AT GONDAR: A GREAT SQUARE TOWER WITH CIRCULAR DOMED TOWERS AT EACH CORNER—THE MOST MAJESTIC OF ABYSSINIAN RUINS.

On another page we report the occupation of Gondar by the Italians. This was the capital of Abyssinia from the seventeenth to the nineteenth century, but is now a small town of about 5000 inhabitants, much fallen from its ancient glories. King Fasiladas, who reigned from 1632 to 1665, made it his capital and, with the help of Indian and Portuguese workmen, built a great castle there. Later emperors built other castles and palaces, till, in the eighteenth century, Gondar was a great city of some 50,000 people. The old buildings are now in ruins, partly from an earthquake of 1704, partly because the city was several times sacked in civil wars. But some of the exterior walls of the castles and palaces are little damaged and give to Gondar a character unique among African towns.

The strategic importance of its occupation by the Italians is that it consolidates their position in the north and prevents the Abyssinians from turning their right flank during the coming rains. It could also be used as a base for an advance into the rich province of Gojjam and, in particular, upon Lake Tana, twenty miles to the south. Britain has considerable interests in Lake Tana (they are discussed in Major Cheesman's new book, reviewed on the opposite page); and it is presumed that these recognised interests, with others like them, will, in accordance with Signor Mussolini's repeated assurances, continue to be respected by the Italians. The advance on Gondar has been officially stated to be dictated solely by military and strategical considerations.

BOOKS OF THE DAY.

BY way of observing the Pickwick centenary I have been dipping into Forster's "Life of Charles Dickens," and noted a little incident which does not seem to have been recalled elsewhere during the recent celebrations. In 1869 (the year before his death) Dickens had as his guest at Gad's Hill an American friend, Mr. James T. Fields, whom he took on a pilgrimage through quarters of London associated with his own works. "Its localities that are pleasantest to a lover of books," writes Forster, "such as Johnson's Bolt Court and Goldsmith's Temple Chambers, he explored with him; and, at his visitor's special request, mounted a staircase he had not ascended for more than thirty years, to show the chambers in Furnival's Inn where the first page of *Pickwick* was written." That haunt of the Comic Muse, alas! has long since gone down before the hosts of Mammon, as have so many of London's literary shrines. Only the other day I wandered into Clifford's Inn, and found the quaint old buildings replaced by a gleaming red-brick block of flats! I well remember Furnival's Inn, in Holborn, and its demolition. The Inn had been rebuilt in 1817. In its earlier days Sir Thomas More, as a young man, held the post of law reader there.

Thus we come to a very delightful work by two eminent Dickensians—"THE ORIGIN OF PICKWICK." New Facts now First Published in the Year of the Centenary. By Walter Dexter and J. W. T. Ley. Illustrated (Chapman and Hall; 5s.). This little book, which is an indispensable supplement to biographies of Dickens, throws much fresh light on the tragedy and controversy connected with the illustrations in the early numbers of *Pickwick*, especially the suicide of Seymour (the original illustrator) and his widow's misguided and persistent hostility to Dickens. Belated justice, too, is done to the artist hastily called in to replace Seymour—namely, R. W. Buss, who did two etchings for the third part and was then dismissed in favour of Hablot K. Browne, alias "Phiz." It seems curious that the full account left on record by Buss, and here first published, should not have been utilised before by his descendants. The general effect of the book is to clear Dickens himself from any suspicion of unkind or unfair behaviour towards his illustrators.

In 1854 Mrs. Seymour, who (we read) had "nursed her imaginary grievance until it developed into a monstrosity," issued "a scurrilous pamphlet" entitled *Origin of the Pickwick Papers*. "It was full of palpable inaccuracies, distortions of fact, and libels on Dickens, and it was suppressed as soon as it was published." Forster, does not mention it in his chapter on that year, but I find there an interesting passage that bears on another book, on a very different subject, included in my list. In 1854 Dickens was staying at Boulogne, engaged on his "Hard Times," and he describes in his letters the welcome of the Prince Consort by Napoleon III. and the Empress Eugénie, and a military review held on the occasion. "Dickens," we read, "was unwillingly convinced that, whatever the friendly disposition to England might be, the war with Russia was decidedly unpopular. He was present when the false report of the taking of Sebastopol reached the Emperor and Empress. . . . 'It was a magnificent show [he writes] on a magnificent day, and if any circumstance could make it special, the arrival of the telegraphic despatch would be the culminating point one might suppose. It quite disturbed and mortified me to find how faintly, feebly, miserably, the men responded to the call of the officers to cheer, as each regiment passed by.'"

The war to which Dickens referred, of course, was that which inspired the martial conclusion of Tennyson's "Maud":

And now by the side of the Black and the Baltic deep,
And deathful-grinning mouths of the fortress, flames
The blood-red blossom of war with a heart of fire.

British and international politics during the previous half-century, up to the time when Britain and France decided to take arms together against Russia, are set forth in the first volume of an important new historical work on England and the Near East, entitled "THE CRIMEA." By Harold Temperley, F.B.A., Professor of Modern History at Cambridge. With Frontispiece and three Maps (Longmans; 25s.). With the limited time and space at my disposal, I cannot, of course, deal fully or adequately with a work of this character. I can, however,

say that, as a historical narrative, it has a charm of style which makes it absorbing to read, while its ample documentation and the author's obvious grasp of his subject, combining lucidity with thoroughness, are in the best tradition of Cambridge scholarship. We are told that the author has had extensive first-hand experience in the Balkans, a fact which emerges from many fine descriptive passages and is indirectly indicated in his own words. "A tale is more warmly coloured," he says, "if it takes shape among the scenes which it describes. And this aim has been partly achieved."

Apart from its intrinsic value as a historical record, Professor Temperley's book is of particular interest just now as tracing the political drama which culminated in a European War, and offers points of comparison both to the period preceding the Great War and to the present crisis, when statesmen are seeking to avert a similar calamity. The later volumes, I presume, will bring the story nearer to our own day. This first volume does not cover the actual

Much of the foregoing commentary is curiously applicable to a kindred tragedy that occurred some sixty years later on another ill-fated peninsula in the same region, and is recorded anew in "GALLIOLI." The Fading Vision. By John North. With Illustrations and Maps (Faber; 15s.). This is a book of compelling power and intensity. The whole grim panorama of the Gallipoli campaign is presented with a novelist's vision, constructive skill, and verbal resources. A complete and self-contained episode of military history has been fused into a dramatic unity through its spiritual effect on the author's mind. During the war he himself served in France, and it was not until 1926 that he visited Gallipoli, where its tragic memories at once seized his imagination.

Mr. North begins with an account of these personal reactions, telling how he returned to the peninsula again and again, and read every book on the campaign that he could lay hands on. His comments on the literature of the subject are of great value to readers wishing to pursue it further. Here, too, he indicates the significance of his sub-title. Describing how six years ago he saw the peninsula from the air, he writes: "It was with this last glamorous vision that I bade farewell to Gallipoli. Thereafter I read no more. . . . The vision—the precise nature of which I should be sorry to anatomize and define—was fading. It was not until the spring of 1934 that I saw the Peninsula for the fifth time, and found that only at odd moments could I recapture something of that earlier emotion. This book, in its later pages, represents an attempt to get it down on paper before even the recollection is lost."

It has been part of the author's purpose to set the Gallipoli campaign in its due perspective in relation to the whole war, and, to justify himself in offering criticism on questions of strategy, he quotes Napoleon to show that war is a matter of common sense. The story of Gallipoli, he points out, "is only a brief and inconspicuous incident" in the history of the war years, but "no campaign ever fought was more critical to the fortunes of mankind." Here, no doubt, he alludes to the now generally admitted fact that success in Gallipoli, as he says, "must have inevitably altered the course of the world war and almost as inevitably have shortened it. The loss of life and the sum of human suffering that might have been averted are alike incalculable." The campaign was critical also, in the author's opinion, for the prestige of the British Empire, and he is among those who hold that Gallipoli should never have been evacuated. "Sir Ian Hamilton," we read, "writing fifteen years after the event, may probably be said to have anticipated the ultimate verdict of history when he reflects that Thomas Atkins, tramping through the bazaars of Cairo or Benares, may not have been loved, but he was at least devoutly believed to be immovable. Now—since that tragic midnight flitting—India and Egypt know better: they say, like Galileo, 'He moves notwithstanding.' . . . No man can say in which direction the British Empire moves at this hour; but it is not improbable that the judgment of future time will determine its historical watershed on the slopes of Sari Bair."

It was the heroism of the rank and file, and their endurance of intolerable miseries and hardships, that formed the redeeming feature of the Gallipoli failure, and gives the story its epic quality. Otherwise, as here told, it makes painful reading, with its accumulated instances of "muddle, mismanagement, and useless sacrifice." As the author

remarks, "It is the mere magnificence of the bungling that gives cause for astonishment." While candidly criticising various military leaders, he reserves his strongest reproaches for the high naval command and certain political influences at home. On the naval side the book is a tribute to the clear-sightedness and suppressed enterprise of Sir Roger Keyes, of whom the author says: "After watching the attack on Scimitar Hill he [Sir Roger] was to write: 'It is awful; I can't bear it when I think and believe that we could stop it all, and end the business in a few weeks.' . . . Writing twenty years after the event, with the 'credentials of Zeebrugge in his pocket,' he states that 'I had no doubt then, and have none now, that . . . the fleet could have forced the Straits.'" Not being in supreme command, however, Sir Roger could only urge his views, and that without avail. Apparently the position at the Dardanelles was one where a little of "the Nelson touch" might have changed the course of history.—C. E. B.



THE KITCHEN IN THE NEW ZEPPELIN "HINDENBURG," THE GREAT AIRSHIP IN WHICH ALL COOKING, HEATING, AND COOLING ARE DONE BY ELECTRICITY: A FEATURE THAT BEARS WITNESS TO THE GENEROUS PROVISION FOR PASSENGERS' COMFORT IN A CRAFT IN WHICH QUESTIONS OF WEIGHT AND SPACE HAVE TO BE CONSIDERED WITH EXTREME CARE.



JULES VERNE'S FANCY OUTDONE BY SOBER FACT: A CORRIDOR DOWN WHICH PASSENGERS IN THE "HINDENBURG" PASS TO BREAKFAST WITH THE SAME UNCONCERN AS THEY WOULD IN AN HOTEL ASHORE, WHILE THE AIRSHIP SOARS ABOVE THE CLOUDS.



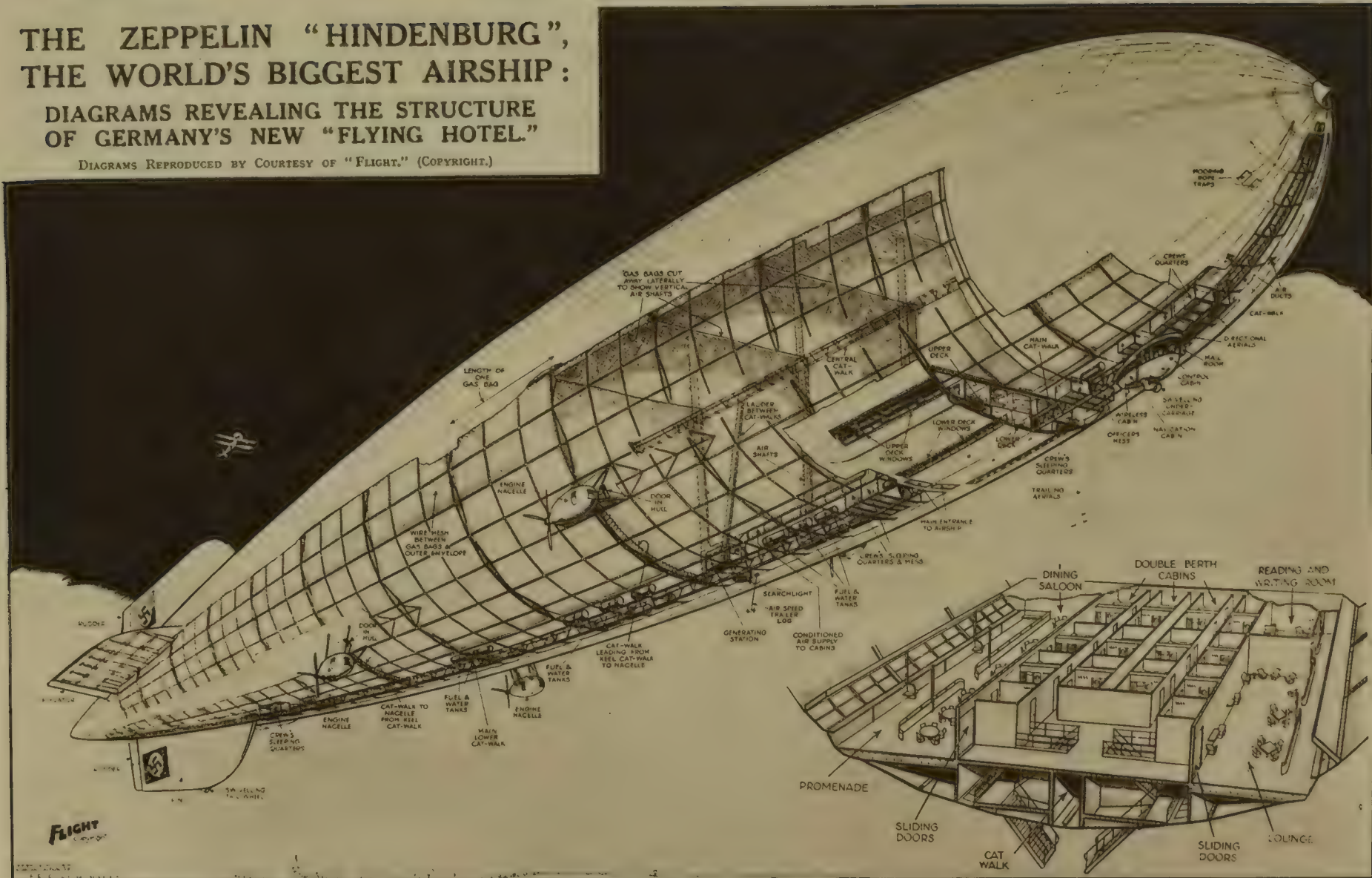
A CABIN IN THE AIRSHIP "HINDENBURG"; SHOWING THE INGENUITY EXPENDED IN PROVIDING FOR PASSENGERS' COMFORT IN THEIR STRANGE AERIAL HABITATION: SLEEPING BERTHS—AND EVIDENCE OF WEIGHT-SAVING IN THE LADDER.

campaign in the Crimea. "The period begins," writes the author, "with the British fleet's destruction of Turkish sea-power at Navarino, and ends with its protection of the Turkish capital against Russia. The aim, however, is not a study of diplomatic or naval history, but a general narrative in which these special features are found side by side with a study of Oriental institutions and of Balkan nationalities. . . . This volume has the sub-title of the Crimea, because every episode of the period leads up to that war. . . . The tragic blunder of the Crimean War is often assigned to more obvious causes—e.g., the conversational indiscretions of the Czar, and the disputes of Greek and Latin monks. . . . But there were other elements at work. There was the disturbance caused by the formation of a new Cabinet in London, and the revolution caused by the formation of a new Napoleonic Empire in France. . . . The web of this vast tragedy was, in fact, woven from various and many-coloured strands."

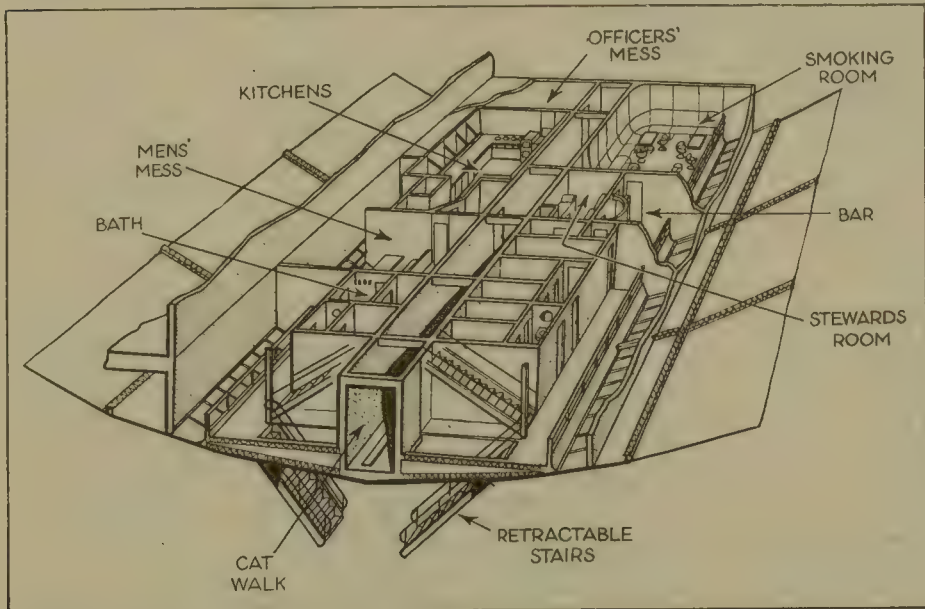
THE ZEPPELIN "HINDENBURG", THE WORLD'S BIGGEST AIRSHIP:

DIAGRAMS REVEALING THE STRUCTURE OF GERMANY'S NEW "FLYING HOTEL."

DIAGRAMS REPRODUCED BY COURTESY OF "FLIGHT." (COPYRIGHT.)



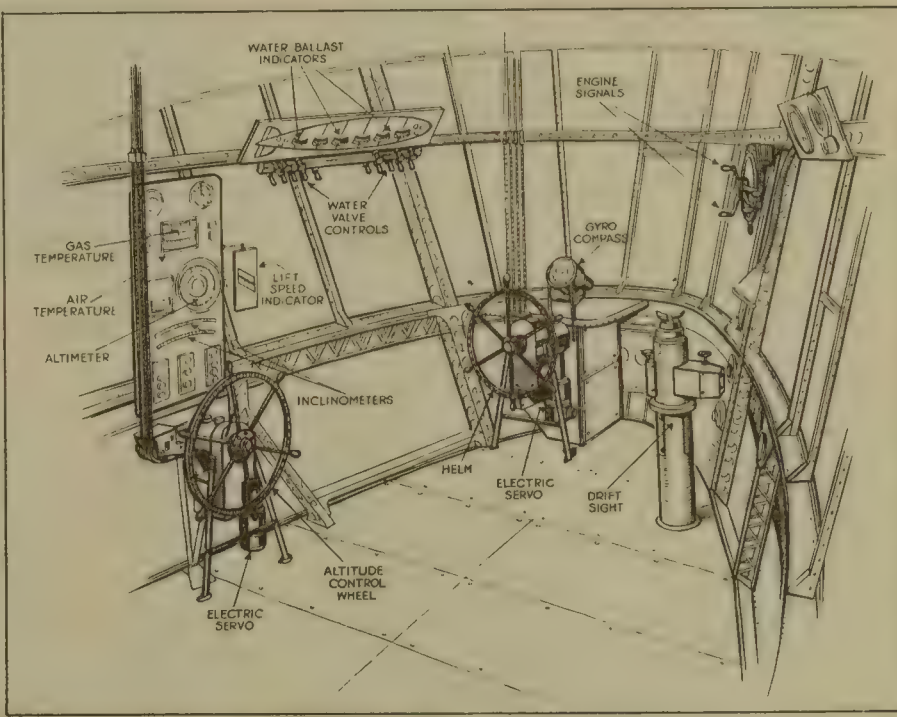
THE "HINDENBURG"; RECENTLY SEEN OVER THE CHANNEL ON HER MAIDEN FLIGHT TO SOUTH AMERICA: A DIAGRAM OF THE GREAT NEW ZEPPELIN (WITH CERTAIN FEATURES SLIGHTLY EXAGGERATED FOR THE SAKE OF CLARITY); AND (BELOW; RIGHT) DETAILS OF HER PASSENGER ACCOMMODATION.



PASSENGER ACCOMMODATION ON THE LOWER DECK OF THE "HINDENBURG": A DIAGRAM SHOWING THE POSITION OF THE SMOKING ROOM, A REMARKABLE INNOVATION IN AN AIRSHIP.

THE new German Zeppelin, the "Hindenburg," was seen from English South Coast resorts as she flew down the Channel on March 31. She left Friedrichshafen on her maiden flight to South America at 5.30 a.m., and appeared off Dover soon after two in the afternoon. She was about 1000 ft. up and some miles away from the coast, but features such as her swastika markings were clearly visible to English observers. The new Zeppelin will run on a fortnightly service to South America. She will also make experimental flights to New York. The fare for passengers going on the trip to the U.S.A. will be 1000 marks. The "Hindenburg" is the first airship to be designed specifically with a view

[Continued opposite.]



INSIDE THE CONTROL-CABIN OF THE "HINDENBURG"; WHERE ARE STATIONED CAPTAIN AND NAVIGATING OFFICERS, AND MEN WORKING THE HELM AND ALTITUDE-CONTROL WHEELS.



THE "HINDENBURG" IN FLIGHT: A PHOTOGRAPH IN WHICH THE UPPER-DECK WINDOWS OF THE PASSENGERS' QUARTERS CAN BE MADE OUT (ON THE RIGHT), AND ALSO THE UNDER-CARRIAGES BENEATH THE CONTROL-CABIN AND LOWER TAIL-FIN.

Continued.] to making ocean flights. Her maximum range is 8700 miles, so she should be able to cover any ocean stage non-stop. Her pay-load is over 18 tons. The "Hindenburg" is propelled by four Mercedes-Benz Diesel engines developing a total of 4400 b.h.p. An idea of her vast size was given by a double-page drawing in our last issue, when she was compared to the "Queen Mary" in length, the airship being only two hundred feet shorter than the liner. Her huge size enables her to transport fifty passengers—against the 4000 carried by the "Queen Mary." On the other hand, the airship travels at seventy or eighty m.p.h., against the "Queen Mary's" thirty-two knots.



"THE MERRY WIVES OF WINDSOR" PLAYED BEFORE QUEEN ELIZABETH

We continue here the series of interesting studies by Lord Raglan dealing with celebrated personages of the past who hover on the borderland of history and legend. The series began in our issue of March 7 with an essay on Helen of Troy, and in those of March 14, 21, and 28, respectively, the succeeding subjects were Robin Hood, King Arthur, and Cuchulainn. Others will follow in later numbers.

THE story of Falstaff, as told in Shakespeare's "King Henry IV.", raises two interesting problems, the problem of the historical character in an unhistorical setting, and the problem of the origin of the jester or licensed buffoon. That Falstaff never really existed there can be no doubt. There was indeed a Sir John Fastolf, a wealthy Norfolk landowner who held high commands in France in the reign of King Henry VI., but his character was totally different from that attributed to Falstaff. Shakespeare may have drawn upon the foibles of his contemporaries to provide him with some of the features of Falstaff, but in his main outlines Falstaff is a figure of myth.

The incidents of Prince Henry's alleged association with Falstaff, Bardolph and company are not merely devoid of historical foundation, but are completely at variance with the known facts of his career. The facts are these. In 1400, at the age of thirteen,



A FAMOUS FALSTAFF OF PRE-WAR DAYS ON THE LONDON STAGE: THE LATE SIR HERBERT TREE (1853-1917) AS SHAKESPEARE'S FAT KNIGHT IN A TAVERN SCENE.

Henry became his father's representative in Wales, made his headquarters at Chester, and spent the next seven years in almost continuous warfare with Owen Glendower and his allies. In 1407 he led a successful invasion of Scotland. In 1408 he was employed as Warden of the Cinque Ports, and at Calais. In the following year, owing to his father's illness, he became Regent, and continued as such until 1412. During this period, his character as a Regent was marred only by his religious bigotry, and what seems to be the only authentic anecdote of the time describes the part which he played at the burning of John Badby, the Lollard. In 1412 an attempt was made to induce King Henry IV., whose ill-health continued to unfit him for his duties, to abdicate, but his refusal to do so, together with differences on foreign policy, led to the withdrawal of the future King Henry V. from court, probably to Wales, till his father's death in the following year. He did not reappoint Sir William Gascoigne as Chief Justice, and there is no truth in the story that the latter committed him to prison, an action which

QUASI-HISTORICAL CHARACTERS: GREAT FIGURES ON THE BORDERLAND OF HISTORY AND LEGEND. No. 5.—FALSTAFF.

By LORD RAGLAN, author of "Jocasta's Crime, an Anthropological Study," "The Science of Peace," and "If I Were Dictator."

would have been quite beyond his powers. These facts are drawn from the "Dictionary of National Biography," which sums up the account by saying that "his youth was spent on the battlefield and in the council chamber, and the popular tradition (immortalised by Shakespeare) of his riotous and dissolute conduct is not supported by contemporary authority." According to Sir Charles Oman, "his life was sober and orderly. He was grave and earnest in speech, courteous in all his dealings, and an enemy of flatterers and favourites. His sincere piety bordered on asceticism."

Shakespeare did not, of course, invent the stories of how Henry spent the whole of his youth in and

are not a supplement to history; they are not even a travesty of history. The Prince Henry of history, who spent his time trying to suppress the Welsh and the Lollards, and the Prince Henry of the stories, who spends his time roistering with Falstaff, may meet on the field of Shrewsbury, but they are really creatures of totally different worlds. The latter is not a historical figure at all; he is a creature of myth.

It is clear, then, that the writers of the sixteenth century, including Shakespeare himself, had an idea of history very different from that of the modern scientific historian. To the latter, history is an account of things that really happened, while to the former it is an account of things that ought to have happened. Prejudice or imperfect knowledge may induce modern historians to slur over or misrepresent facts, but the cheerful indifference to facts of the older historical writers is quite a different phenomenon. Such an attitude is still, however, quite common. We all know the man who reads up humorous stories in the papers and then relates them as his own experiences. The question we have to consider, then, is not why untrue stories are told as true, but why these particular untrue stories were told of the victor of Agincourt.

The reason I suggest is that King Henry V. was regarded as the typical hero, and it was the tradition of the typical hero that he should be associated with a drunken buffoon. The tradition was a very ancient one. We find it in classical times when Dionysus, the great hero of the mystery cults, is associated with Silenus, a drunken buffoon. We find it in the "Arabian Nights," the great hero of which, Harun er Rashid, is associated with Abu Nuwas, a drunken buffoon. Cervantes is in the tradition when he associates the drunken Sancho Panza with his hero, Don Quixote. In the pantomime, the folk-play and the circus, we still find the clown acting as foil to the hero.

The clown, in literature or on the stage, is merely a reflection of the fool or jester, who was formerly an important character in real life, and we shall only be able to explain the former if we can explain the latter. Why did kings and other important people keep a jester, a licentious character whose sallies were often directed against his master? The idea

that they did so purely for fun will not stand investigation; the official position, the recognised costume, the coxcomb and bladder, emblems of fertility, the immunity from reprisal or punishment, all mark out the fool as a holy man.

The idea of Falstaff as a holy man may seem absurd, and he was, of course, a compound figure, yet it is significant that Shakespeare makes him die not as a repentant sinner, but as a saint. And what did he do when alive? For the most part he got drunk and uttered wise saws in a whimsical manner. This suggests that he was a soothsayer or prophet. A soothsayer or prophet is a person who, when in a state of ecstasy, usually induced by some intoxicant or narcotic, discloses things hidden from the vulgar. But his original function went further. It was not merely to foretell the future, but by foretelling what was wanted to happen ensuring that it should happen. It has been believed in many ages and countries that victory cannot be won unless it has been properly prophesied. It was in the tradition that the hero-king must have his drunken soothsayer, and while it would have been difficult to find a place for Falstaff upon the glorious field of Agincourt, he could, with greater propriety and less improbability, be made to drink sack and speak sooth upon the field of Shrewsbury.



BUILT BY THE HISTORICAL SIR JOHN FASTOLF (c. 1378-1459), A SOLDIER AND LANDOWNER TOTALLY DIFFERENT IN CHARACTER FROM SHAKESPEARE'S SIR JOHN FALSTAFF: CAISTER CASTLE, NEAR GREAT YARMOUTH, NORFOLK.

Caister was the birthplace of Sir John Fastolf, of whose career much is known. In a detailed memoir in the Dictionary of National Biography, we read: "Fastolf distinguished himself at the battle of Agincourt, in the raid on Rouen, in the relief of Harfleur, and at the siege of Rouen in 1417. . . . Before 1446 he had begun to build (at Caister) a great castle. . . . Before the close of 1454 the castle was completed, and there Fastolf lived until his death. . . . Fastolf's name is spelt Falstaff in the 'First Part of Henry VI.' This may seem to give weight to the theory that the Sir John Falstaff of 'Henry IV.' and 'The Merry Wives of Windsor' is a satiric portrait of Sir John Fastolf. . . . But . . . in the original draft of 'Henry IV.' Falstaff bore the name of Sir John Oldcastle, and the name of Falstaff was only substituted, it is said, in deference to the wish of Lord Cobham, who claimed descent from Oldcastle."

round London, engaged in crime and debauchery in company with Falstaff and other disreputable persons. As I said in an earlier article, such imagination is extremely rare, especially among poets. He derived them, at first or second hand, from earlier writers, particularly Sir Thomas Elyot and Edward Hall. The question why these two very respectable writers came so signally to misrepresent the character of one who was not merely a national hero, but the favourite ancestor of the reigning dynasty, is one which we must try to solve. None of the sixteenth-century writers, nor the modern ones who have followed them, seems to have recognised any improbability in a man's being an idle and dissolute scapegrace one day and the first soldier and statesman of his age the next. Shakespeare, in fact, represents Henry as deliberately steeping himself in debauchery with a view to fitting himself for his kingly duties. Far from regarding his early profligacy as detracting in any way from his glory, the writers I have mentioned seem to have regarded it as a fitting preliminary to a glorious reign.

We have seen that the Falstaff stories, as we may call them, since it is round Falstaff that they revolve,



A FAMOUS FALSTAFF OF RECENT DAYS: MR. GEORGE ROBEY IN HIS MEMORABLE SHAKESPEAREAN DÉBUT IN "HENRY IV." AT HIS MAJESTY'S THEATRE LAST YEAR.



"DAWN ON THE LAGOON": A WOMAN CARRYING FISH TO MARKET.



"TAKORADI MARKET; A CHARCOAL-SELLER": A STUDY OF AN OLD MAN SITTING UNDER A "FLAMBOYANT-TREE," SELLING THE FUEL WHICH, IN THE ABSENCE OF COAL, IS USED ON THE GOLD COAST FOR GRILLING FISH.



"A GRUNSHI GIRL": A SOLDIER'S DAUGHTER BELONGING TO A HINTERLAND TRIBE LIVING BEYOND THE GREAT ASHANTI FOREST.



"A GA FROM THE PLAINS OF ACCRA": A BLACK GIRL WHOSE PROFILE IS REMINISCENT OF MANY SEEN ON ANCIENT EGYPTIAN MONUMENTS.

THE "LOCAL COLOUR" OF THE GOLD COAST: THE STATUESQUE BEAUTY OF THE DAUGHTERS OF HAM.

"The magnificent carriage of the Gold Coast women," writes Mrs. S. E. Coe, the painter of these delightful water colours, "is due to their habit of carrying everything on their heads—except their babies, which are tied by a cloth to the mother's

back. . . . One of the sketches shows a woman carrying fish to market in a basket covered with plantain leaves. The lagoon in this picture, shrouded in early morning mist, is one of many on the West African coast."

Water-colour drawings by S. Eileen Coe.



"DUG-OUT CANOES ON A GOLD COAST BEACH": QUAINCRAFT IN WHICH NATIVE FISHERMEN WILL BRAVE THE HEAVY SURF AND VENTURE FAR OUT TO SEA IN PURSUIT OF THEIR LIVELIHOOD.



"A GOLD COAST MARKET": A SCENE BRIGHT WITH THE COLOURS OF THE TROPICS AND LOUD WITH THE CHATTER OF GOSSIP AND BARGAINING.

THE "LOCAL COLOUR" OF THE GOLD COAST: SEASHORE AND MARKET-PLACE IN A REMOTE AFRICAN ARCADIA.

Mrs. S. E. Coe, who sent us these charming water-colours from the Gold Coast, writes: "In spite of the heavy surf on the Gulf of Guinea, the Fanti people of the littoral are keen fishermen and will go many miles out to

sea in canoes hewn from solid logs. . . . A Gold Coast market is the gayest place. Such a chatter of gossip and bargaining! Men and women wear their brightest clothes and brown babies play happily in the dust."

Water-colour drawings by S. Eileen Coe.

THE CRISIS OF THE BOAT RACE: THE CREWS AT HAMMERSMITH BRIDGE.



OXFORD LEADS AT HAMMERSMITH BRIDGE FOR THE FIRST TIME IN TEN YEARS—BUT IS EVENTUALLY BEATEN, FOR THE THIRTEENTH YEAR IN SUCCESSION: A CRITICAL MOMENT IN A "GRUELLING" RACE.

Cambridge won the Boat Race, on April 4, by 5 lengths, for the thirteenth year in succession, but at first it seemed as though their long spell of victories would at length be broken. Oxford led for the first two miles, to a point just beyond Hammersmith Bridge, where Cambridge took the lead, gradually increasing it to the end. It was the first time since 1926 that Oxford had been really in the fight after Hammersmith, and on that occasion their opponents were less formidable. This year, Oxford did extremely well to hold the lead so long against a crew superior in weight and racing experience. The weather conditions at first proved favourable to Oxford, who showed themselves more at home in

rough water. A strong north-east wind was blowing, and a map of the course makes it clear how this affected the river up to Hammersmith. Oxford had won the toss and chosen the Surrey side, less sheltered as far as Hammersmith Bridge. At the bridge Oxford were four-fifths of a length ahead—their biggest lead. After reaching smoother water beyond the bridge the Cambridge stroke, Laurie, made a sensational spurt, and the crew responded gallantly to his call. In such a gruelling race, it was a remarkable recovery. The times at the finish were—Cambridge, 21 minutes 6 seconds; Oxford, 21 minutes 23 seconds. The length of the course, from Putney to Mortlake, is 4 miles, 1 furlong, 180 yards.

A WINDOW ON THE WORLD: NEWS OF THE WEEK IN PICTURES.



THE LATE KING GEORGE'S FAVOURITE WHITE PONY IN HONOURABLE RETIREMENT AT WINDSOR: JOCK; WITH HIS GROOM.



THE DUMB FRIEND WHO FOLLOWED HIS ROYAL MASTER'S COFFIN AT SANDRINGHAM: JOCK, NOW NEARING HIS THIRTIETH YEAR AND IN RETIREMENT, EXERCISING IN WINDSOR CASTLE GROUNDS. Jock, the white pony the late King rode almost daily when the Court was at Windsor or in Norfolk, a favourite procession at Sandringham, is living in retirement in the Royal Mews at Windsor Castle. He occupies a stall near the famous Windsor Greys, and over his manger is a polished brass plate bearing his name. Jock is known to be at least twenty-eight.



THE MASTERPIECE OF THE WEEK AT THE V. AND A. MUSEUM: AN ITALIAN BRONZE EWER.

This ewer is the product of the imagination of several sculptors specialising in the casting of small bronzes, who worked in North Italy towards the close of the sixteenth century. At least four examples based on this design seem to have been made. In one the monster wears a floral collar with a satyr's head as clasp.



R.A.F. UNIFORM CHANGES: THE NEW WORKING DRESS; THE OLD PEAKED CAP; AND THE WET-WEATHER GAITERS (L. TO R.).

The Air Ministry announces that important modifications in the R.A.F. Service uniform will be made soon. Breeches and puttees, for both officers and airmen, and officers' field boots will be abolished. Trousers will be worn always by all ranks. Blue web gaiters will be added in wet weather. A blue Field Service cap will be worn, the present round peaked cap being retained for ceremonial occasions.



THE NEW FORTH BRIDGE AT KINCARDINE: THE LARGEST SWING SPAN BRIDGE SECTION IN EUROPE.

Work is now in progress on the last section, the centre span, of the great road bridge over the Forth at Kincardine, which will be opened next August by the Duke of Gloucester. The span is 100 yards long and will swing on a turn-table. It is the largest bridge section of its kind in Europe, and has cost over £250,000 to build. It has given much employment.



ADDIS ABABA'S NEW FIRE BRIGADE, FORMED FOR THE PURPOSE OF COMBATING AIR RAIDS: FIREMEN, IN HELMETS AND UNIFORMS, WORKING THEIR MOTOR-PUMP DURING THEIR FIRST PRACTICE DRILL IN THE CITY.

The growing fear in Addis Ababa that the city would be subjected to air raids, in spite of Signor Mussolini's assurance that it would not, has led to the formation of a fire brigade. The fear grew more acute after the visit of an Italian machine on March 6, and the attack on the Addis Ababa aerodrome, outside the city, on April 4. The new brigade held its first practice drill on March 5, when summoned to an imaginary fire raging at the General Post Office. The Postmaster-



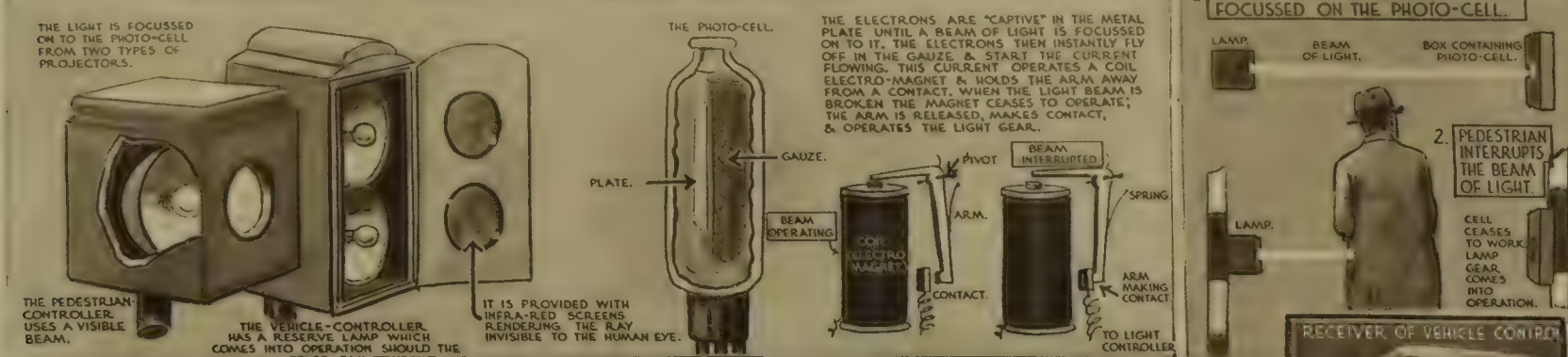
THE ADDIS ABABA FIRE BRIGADE AT ITS FIRST DRILL: FIGHTING AN IMAGINARY FIRE AT THE POST OFFICE.

General was apparently not warned. "The Times" correspondent described the scene as follows: "The first stream of water broke the window of the office of the Postmaster-General, who appeared dripping in the gap and harshly ordered the fire engines to withdraw. Reinforcements appeared, however, announced, in the absence of fire-bells, by the bugle call 'Come to the Cookhouse Door, Boys,' and soon seven new jets were directed towards the building."

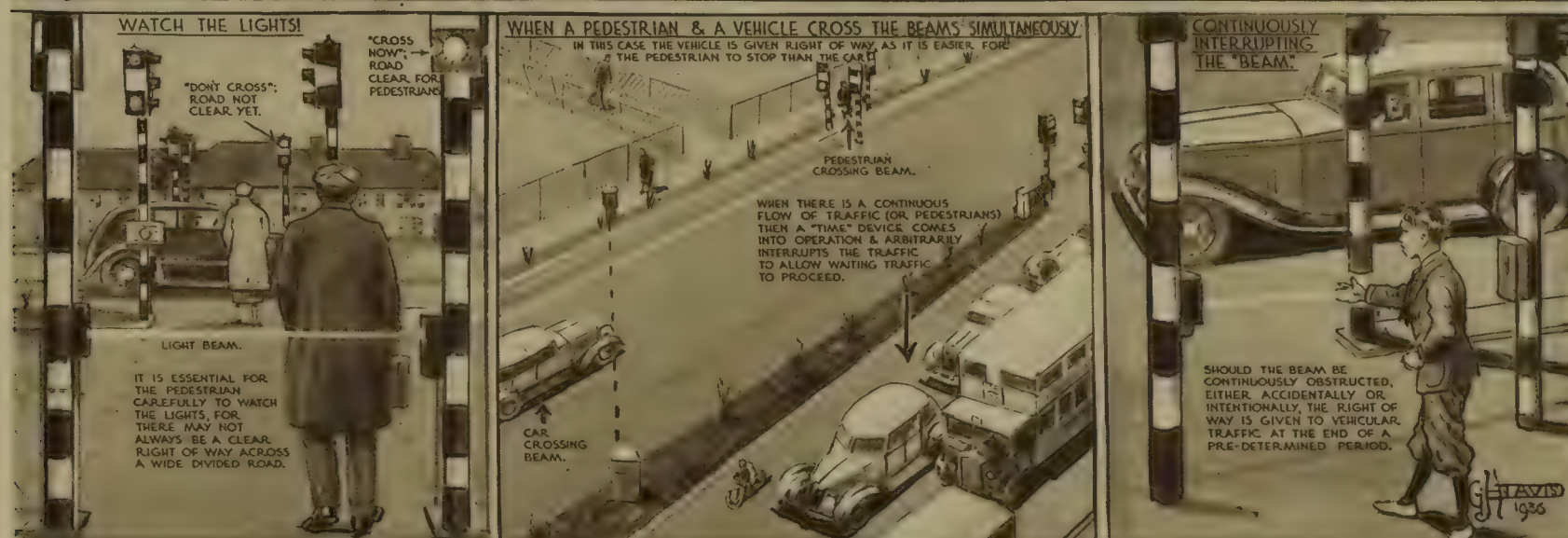
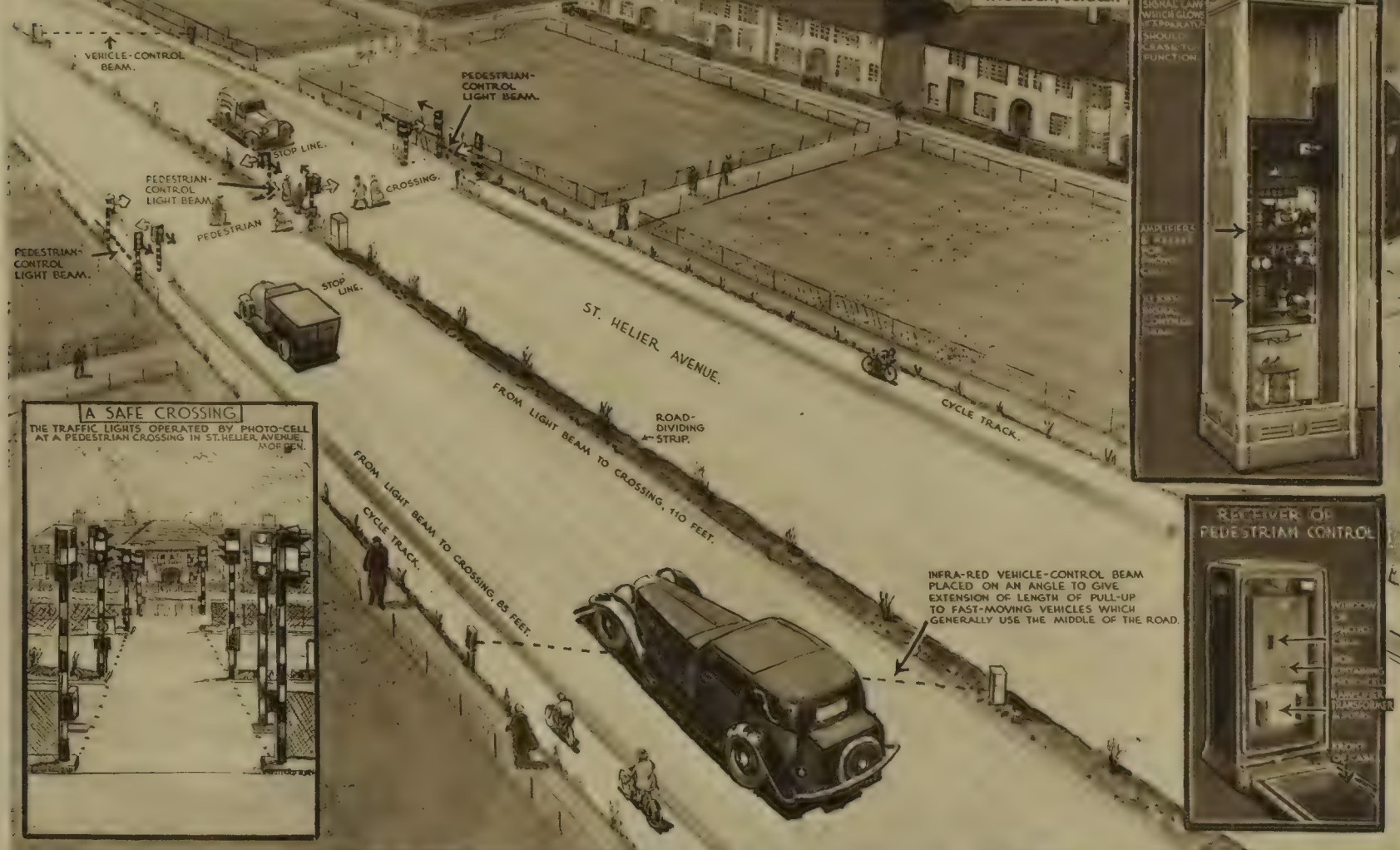
TRAFFIC CONTROL BY LIGHT-RAY: THE FIRST SYSTEM OF ITS KIND.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM INFORMATION SUPPLIED BY THE AUTOMATIC ELECTRIC COMPANY, LTD.

HOW THE NEW "LIGHT BEAM" TRAFFIC CONTROLS ARE OPERATED.



GENERAL VIEW OF THE NEW "LIGHT BEAM"-CONTROLLED TRAFFIC LIGHTS FOR PROTECTION OF PEDESTRIANS, IN ST. HELIER AVENUE, MORDEN, SURREY.



A NEW METHOD OF CONTROLLING ROAD TRAFFIC BY BEAMS OF LIGHT BROKEN BY PEDESTRIANS AND VEHICLES: DETAILS OF THE AUTOMATIC SYSTEM INAUGURATED AT MORDEN.

An important and interesting innovation in automatic traffic control has just been introduced at Morden, Surrey. In the new system—the first of its kind in the world—a light-ray plays on a photo-cell, and as long as it does so an electro-magnet holds an arm away from a contact, but directly the light-ray is interrupted by the passing of a vehicle or a pedestrian the current is cut off from the magnet, the arm makes contact, and the control lights operate. To protect pedestrians, a crossing in St. Helier Avenue, Morden, is provided with pedestrian control lights. Each standard has two lights, the top one marked "Don't Cross," and the lower one, "Cross Now." This pedestrian control has an electric light beam (quite easily seen at night) which, if broken, operates the controls. Vehicular traffic has its own lamps of the familiar type, operated by a beam made invisible by infra-red screens, to avoid dazzling a driver at night. The

beam crosses the road at an angle, so that fast vehicles, usually taking the middle of the road, have a longer distance, in which to pull up, between the beam and the stop line, than slower vehicles keeping near the kerb. St. Helier Avenue, being a wide road divided longitudinally into two sections, has central pedestrian control lights half-way across. Should no car be approaching on one road, but one approaching on the other, on the clear road the pedestrian operates the lights instantly, but on the other the car is given right of way, being too near to pull up. By the time the pedestrian reaches the middle of the road the car has usually passed, so that there is little delay. But it is absolutely essential for their own safety that pedestrians should be taught to watch the lights very carefully, as the fact that they have broken the beam does not necessarily give them right of way.

SIMPLE FOLK CAUGHT UP IN THE WHIRLWIND OF MODERN WAR:



A YOUNG DIGO TRIBE MAN. NOTE THE OSTRICH LEATHER IN THE MOUTH OF HIS RIFLE, TO KEEP OUT SAND, AND THE HEAD-BAND OF BILGOT TYPE.



THIS YOUNG WOMAN OF THE SOMALI TRIBE, IT WILL BE SEEN, IS WEARING A BLACK HEAD-CLOTH, THE CUSTOMARY SIGN TO SHOW THAT SHE IS MARRIED.

THE photographs reproduced on these two pages are of great interest as showing types of people—their features, costume, head-dress, ornaments, weapons, and so on—inhabiting certain districts of Abyssinia, which became the theatre of war after the Italian invasion. The photographs have been selected from the album of a resident in that country, and the four in our top row belong to a section headed: "The war in Ethiopia. Scenes from the country where Ras Desta was defeated." In connection with one of the photographs taken in the Ogaden and Borana, the district in which General Graziani was afterwards operating, a footnote states: "It is seldom realised sufficiently how utterly different conditions are on the southern front as compared with the northern front." The section (in the album) from which the rest of the photographs are drawn bears the following title: "Ras Desta's people in southern Ethiopia," and an explanatory note (written, of course, some little time back) goes on to say: "Ras Desta, the Emperor's son-in-law, who formerly had his headquarters at Negelli, is Governor of the Borana Province. The photographs illustrate some types of the

(Continued below.)



YOUNG MEN OF THE DIGO TRIBE: SOMALIS WHO WEAR THEIR HAIR IN A STYLE SOMEWHAT LIKE THAT OF THE "FELU-WUZIES" OF THE SUDAN.

TYPES OF NATIVE TRIBES ON THE SOUTHERN ABYSSINIAN FRONT.

Borana tribe, who, together with Somalis, inhabit this province. The Borana occupy most of the province, which adjoins the Northern Frontier Province of Kenya. When Ras Desta became Governor of this province, a few years ago, these tribesmen ceased to be serfs. The country between Dolo and Negelli, which was occupied by General Graziani's troops, is inhabited mainly by the Digo, a Somali tribe who wander about in this arid region with their camels and goats, but General Graziani claimed to have received submission also from the Borana. Ras Desta, we may recall, formerly commanded the Abyssinian right flank on the southern front, but after his defeat in the battle near Negelli he was superseded, though it was stated at the time that he would remain Governor of the province. The River Dawa, along which, during the operations, a Blackshirt force of forest militia advanced to Malka Murri (130 miles from Dolo), marks the frontier between Abyssinia and Kenya. A member of the Swedish ambulance in Abyssinia wrote from Addis Ababa a few weeks ago: "West of Dolo and in the neighbourhood of Negelli there are excellent landing-grounds for

(Continued below.)



THE RIVER DAWA NEAR DOLO (A PLACE WHICH, IT WILL BE REMEMBERED, HAS BEEN FREQUENTLY MENTIONED IN THE REPORTS OF THE FIGHTING BETWEEN THE ITALIANS AND THE ABYSSINIANS). THE DAWA IS ONLY A RIVER DURING THE RAINY SEASON.



THE BORANA TRIBESMEN BREED SMALL BUT HARDY PONIES, AND USE THEM FOR PURPOSES OF WAR AND HUNTING. THE STIRRUP IS ONLY BIG ENOUGH TO TAKE THE BIG TOE, AS SHOWN IN THE ABOVE PHOTOGRAPH.



THIS BORANA TRIBESMAN HAS SPEARED A GIRAFFE, AND SO CARRIES TWO STRIPS OF GIRAFFE HIDE IN HIS RIGHT HAND AS A TROPHY.



A YOUNG WOMAN OF THE BORANA TRIBE RETURNING FROM THE WELL. HER BROTHERS WEAR HOMESPUN COTTON CLOTH, BUT ALL WOMEN MUST BE CONTENT WITH SKINS.



A TYPICAL BORANA GRAVE. NOTICE THE STOOL AND STAFF OF THE DECEASED DEPOSITED ON THE TOP OF THE TOMB. IT IS THE CUSTOM THAT, BEFORE BURIAL, BODIES MUST BE TRUSSED IN A SQUATTING POSTURE.



THE BORANA HIGH PRIEST, A MAN NAMED FITAWRAM GENU, WHO KEEPS SACRED SPACE IN HIS HOUSE.



A BORANA YOUTH WITH HIS GUN, WHICH IS HELD OVER HIS SHOULDERS AT THE PACE, AND A WATER POT MADE OF GIRAFFE HIDE. A NUMBER OF THESE TRIBESMEN ARE SAID TO HAVE JOINED THE RANKS OF THE ETHIOPIAN ARMY.

aircraft. These would be valuable bases from which to make raids on Addis Ababa, of which they are within three hours' flying distance." Subsequently, it was stated in an Italian communiqué that an air base had actually been established at Negelli. In a message from Rome at a later date, a "Times" correspondent said: "Unofficial dispatches from Somaliland state that, in their work of scouring the occupied territory in the Negelli district (on the Somaliland front), the Italians are being assisted by the Galla Borana and Digo tribes, which recently submitted. Armed with long spears and bows and poisoned arrows, these savage warriors are described as having done severe execution on their hated Amharic oppressors." Later again, the military position in Abyssinia, south and north, was indicated in a message from Rome, which mentioned that an Italian force, after a march of 220 miles, had occupied Sardo, in the Southern Danakil plain, on a caravan route leading to Dessie. Marshal Badoglio stated: "The tricolour was hoisted over the residence of the Sultan of Aussa. The population of the whole territory has welcomed the Italian occupation." Unofficial comments suggested that this advance had been made possible by the northern threat to Gondar and Dessie, the Abyssinian collapse in the Dolo sector in the south, and the air raids on Jijiga and Harar. After the battle of Lake Ashangi, on the northern front, it was reported (on April 5) that a strong Italian offensive might be expected in the south, with Harar as its objective.



TWO BORANA ELDERS WHO HAVE BECOME CADAMUCHI AND WEAR THE EMBLEM ON THEIR FOREHEADS. THESE VERY INTERESTING PEOPLE ARE PURE HAMITES AND PROBABLY CAME ORIGINALLY FROM SOME PART OF ARABIA.



MIDDLE-AGED MEN WEAR WHITE TURBANS. THEY LIKE SOMETIMES TO WEAR ARABIC CONTAINING PASSAGES FROM THE KORAN.

BRITAIN'S DEBT TO ALLIES IN THE WAR: ASSYRIANS STILL HOMELESS.



AN ASSYRIAN VILLAGE OF ADOBE HOUSES IN THE KHABUR AREA, IN THE NORTH-EASTERN CORNER OF SYRIA: A PROVISIONAL SETTLEMENT, OCCUPIED AFTER THE MASSACRES OF 1933, FROM WHICH THE ASSYRIANS ARE TO BE MOVED TO A PERMANENT SETTLEMENT IN THE GHAB AREA OF SYRIA, ON THE WESTERN BANK OF THE RIVER ORONTES.



OLD NORIAS IN THE TEMPORARY KHABUR SETTLEMENT: A PRIMITIVE FORM OF WATER-WHEEL OF A KIND LONG USED IN THE NEAR EAST.

THE Archbishop of Canterbury, at a Mansion House meeting on March 31, launched a national appeal for support of a fund to facilitate the settlement of at least 21,000 Assyrians in a permanent home on the western bank of the Upper Orontes, in the Ghab area of Syria. Mr. Eden spoke on behalf of the Government, and he and Sir Samuel Hoare commended the appeal to the public.

[Continued opposite.]



A NEW NORIA IN USE IN THE KHABUR SETTLEMENT: A WATER-WHEEL OF A MORE EFFICIENT TYPE THAN THAT ILLUSTRATED ON THE LEFT.

The estimated cost of the settlement is £1,146,000. Towards this sum the British and Iraqi Governments have each promised to contribute £250,000; the French Mandatory Territory of the Levant £380,000, and the League of Nations £86,000. This leaves £180,000 still to be found. Great Britain has, indeed, a debt to repay to the Assyrians. They fought bravely on her side in the

[Continued in centre]



ASSYRIANS AT WORK IN THE KHABUR SETTLEMENT, WHERE SIX THOUSAND ARE TEMPORARILY HOUSED UNTIL THEIR REMOVAL TO THE GHAB AREA: A HARDY AND INDUSTRIOUS COMMUNITY.

Great War, and suffered for it, when peace came, by the loss of their homeland and of more than half their people. They remained loyal; and the British Government raised a number of battalions of Assyrian levies to help in sustaining its mandatory obligations for the peace of Iraq. For ten years the devoted service of these Assyrians saved Iraq from invasion; but after the surrender of the British mandate the dangers of their position culminated in the massacre of hundreds of them by Iraqi troops. The Assyrians who managed to survive these vicissitudes are now scattered, and many of them are destitute. With the help of the Iraqi Government and through the kindness of the French authorities, a few thousands took refuge in Syria, in the Khabur settlement illustrated on this page; others are living on charity in Mosul, and yet others in Kurdish villages of northern Iraq and northern Persia. Schemes for settling the Assyrians in Brazil or British Guiana fell through for various reasons; but at last a home for them has been found in the Ghab area of Syria, a tract of land some thirty-eight miles long by seven wide. At present this area is marshy, but much can be reclaimed. The organising secretary of the Assyrian Settlement National Appeal is Captain G. F. Gracey, and its offices are at 20, Gordon Square, W.C.1.



TYPICAL LEADERS OF A DISTRESSED PEOPLE: ASSYRIAN TRIBAL CHIEFS.



THE WORK OF THE ASSYRIAN SETTLEMENT NATIONAL APPEAL: ASSYRIANS RECEIVING CLOTHING IN THE KHABUR AREA, WHERE MANY ARE ALMOST DESTITUTE.

AN EGYPTIAN PRINCESS'S TOMB OF THE 4TH DYNASTY (ABOUT 3600 B.C.) FOUND INTACT AMONG THE PYRAMIDS: A DAUGHTER OF KHEPHREN?



THE COMPONENT PARTS OF THE ALABASTER HEAD-REST FOUND ON THE LID OF THE SARCOPHAGUS (AS SEEN BELOW) AND SHOWN IN ITS COMPLETE FORM IN THE ADJOINING PHOTOGRAPH (TO THE RIGHT).



MAINLY COMPOSED OF TRANSLUCENT ALABASTER VEINED WITH YELLOW LINES: THE COMPLETE HEAD-REST, OF WHICH THE PARTS ARE SEEN IN THE ADJOINING PHOTOGRAPH.



THE INTERIOR OF THE TOMB AS CLEARED: THE LIMESTONE SARCOPHAGUS CONTAINING THE MUMMY, WITH THE HEAD-REST ON THE LID, AND (IN THE FOREGROUND) BONES OF A BULL, POTTERY, AND A PORTRAIT HEAD (ILLUSTRATED ON THE RIGHT).



OBJECTS IN THE TOMB: A CLOSE-UP VIEW OF THE PORTRAIT HEAD, COPPER IMPLEMENTS, POTTERY, AND BULL BONES, FOUND BESIDE THE SARCOPHAGUS (WITH A 50-CENTIMETRE SCALE TO INDICATE DIMENSIONS).

This tomb, discovered last month near the Second Pyramid (built by Khephren), was one of a very important series, including three burial places of Khephren's sons. It is a huge structure, about 82 ft. long by 49 ft. wide and 19 ft. high. Its situation between two royal tombs indicated that its occupant was also of the royal house. Describing it, Professor Selim Hassan, writes: "To our great surprise, the burial chamber was found intact. We thought at first that robbers had entered the tomb from above and pillaged its contents. Happily this had not happened. Probably a great flood had drifted into the tomb at an early date, for it was filled with mud and sand. When we removed this mud, we found a limestone sarcophagus sealed all round with mortar, indicating that it had never been opened. The sarcophagus is in a niche recessed in the western wall. Part of the chamber had collapsed owing to the flood. The chamber is about 16 ft. long and 14 ft. broad. Some funerary furniture was found scattered on the floor. This included—14 pottery vessels; 23 copper implements; a complete skeleton of a bull; two polished flint implements; a portrait head of limestone, marvellously executed; and a translucent alabaster head-rest, very delicately finished, placed on the lid of the sarcophagus over the deceased's head. When the sarcophagus was opened it was found filled with mud, which we extracted in the form of flakes. The skeleton of the princess was found extended on its back with head to the north. With it were two necklaces, one composed of three gold threads and some steatite beads, and the other of gold beads with two semi-circular

PHOTOGRAPHS AND DESCRIPTION SUPPLIED BY PROFESSOR SELIM HASSAN, DIRECTOR OF EXCAVATIONS FOR THE EGYPTIAN UNIVERSITY AT CAIRO.



A WONDERFUL LIMESTONE PORTRAIT HEAD FOUND ON THE FLOOR OF THE TOMB (AS SHOWN IN TWO PHOTOGRAPHS TO THE LEFT): FRONT AND PROFILE VIEWS.

gold clasps; a gold fillet with gold ribbons; four gold bracelets; gold anklets; and a copper belt plaited with gold layer round the waist. Curiously enough, we found four gold fingers which were worn on the fingers of the mummy. There should be ten of these, for both hands, and ten others for the toes. We expect to find the rest after clearing the sarcophagus."

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



LORD EUSTACE PERCY.

Minister Without Portfolio. Resigned on March 31. In a letter to the Prime Minister, he said: "I should like to make it clear that I am in complete accord with the foreign policy of the Government."



SIR GEORGE MURRAY.

A prominent Civil Servant. Died April 4; aged eighty-six. Entered the Foreign Office, 1873. Transferred to the Treasury, 1880. Chairman, Board of Inland Revenue, 1897. Joint Permanent Secretary, Treasury, 1903. Retired, 1911.



DR. HUGO ECKENER.

Our portrait has considerable interest in view of the reports that the builder of the Zeppelin "Hindenburg" had fallen into disfavour with the Nazi party—apparently because he declined to give the Nazi salute.



MR. JAMES WHITEHEAD, K.C.

The expert on patent law. Died April 3; aged fifty-eight. Briefed in the long Celanese-Courtauld litigation, which lasted for 71 days (including appeals). Invited by the German Foreign Office to attend the Reichstag fire trial at Leipzig, 1933.



MR. W. E. EATON, WHO BROKE THE BRITISH RECORD FOR THE TEN-MILE RUN.

W. E. Eaton (Salford Harriers) won the A.A.A. Championship for the ten-mile run at the White City, on April 4, in 50 min., 30 4-5 sec. Thus he broke the British record set up by Alfred Shrubbs in 1904. J. A. Burns (Elswick Harriers) was second, with a time of 51 min., 11 4-5 sec.



MR. V. W. STONE, WINNER OF THE A.A.A. SEVEN-MILE WALK.

V. W. Stone (Polytechnic Harriers) won a remarkable victory in the seven-mile walk at the White City on April 4, at the same time that Eaton won the ten-mile run. His time was 52 min., 21 1-5 sec.



"BYSTANDER" GOLF FOURSOMES: THE WINNERS (LEFT); AND RUNNERS-UP.

Miss G. Cradock-Hartopp and Miss B. Newell beat Miss N. Watson and Mrs. A. H. Bloomer in the final of the "Bystander" Northern Golf Foursomes at Seacroft, Skegness, on April 3. From left to right are Miss Newell, Miss Cradock-Hartopp, Mrs. Bloomer, and Miss Watson.



CONSCRIPTION IN AUSTRIA: DR. SCHUSCHNIGG ANNOUNCING COMPULSORY MILITARY SERVICE TO THE AUSTRIAN NATIONAL ASSEMBLY.

Dr. Schuschnigg announced the introduction of compulsory military service in Austria to the National Assembly on April 1. This was a violation of the Treaty of Saint-Germain. The Conscription Bill makes all males between eighteen and forty-two liable, after medical examination, to compulsory service "with or without arms" at the discretion of the authorities.



LEAVING FOR INDIA: LORD LINLITHGOW, VICEROY-DESIGNATE, AND LADY LINLITHGOW.

Lord Linlithgow, Viceroy-Designate of India, and Lady Linlithgow left London at the start of their journey out on April 2. The King was represented at Victoria Station by Lord Feversham and the Prime Minister by Sir Geoffrey Fry. Lady Anne, Lady Joan, and Lady Doreen Hope were with them.



BERLIN TO CANTERBURY IN NINE HOURS: LORD SEMPILL WITH THE B.A.C. DRONE IN WHICH HE BROKE THE LIGHT AEROPLANE RECORD.

Lord Sempill set up a new light aeroplane record by flying from Berlin to Canterbury in nine hours on April 4. This flight broke the record he had previously set up by flying from Croydon to Berlin in eleven hours. On both flights he encountered bad weather, but his little machine, a B.A.C. Drone with a motor-cycle engine of 7½ nominal h.p., stood up to it well. The single trip cost him about 15s. for petrol and oil!



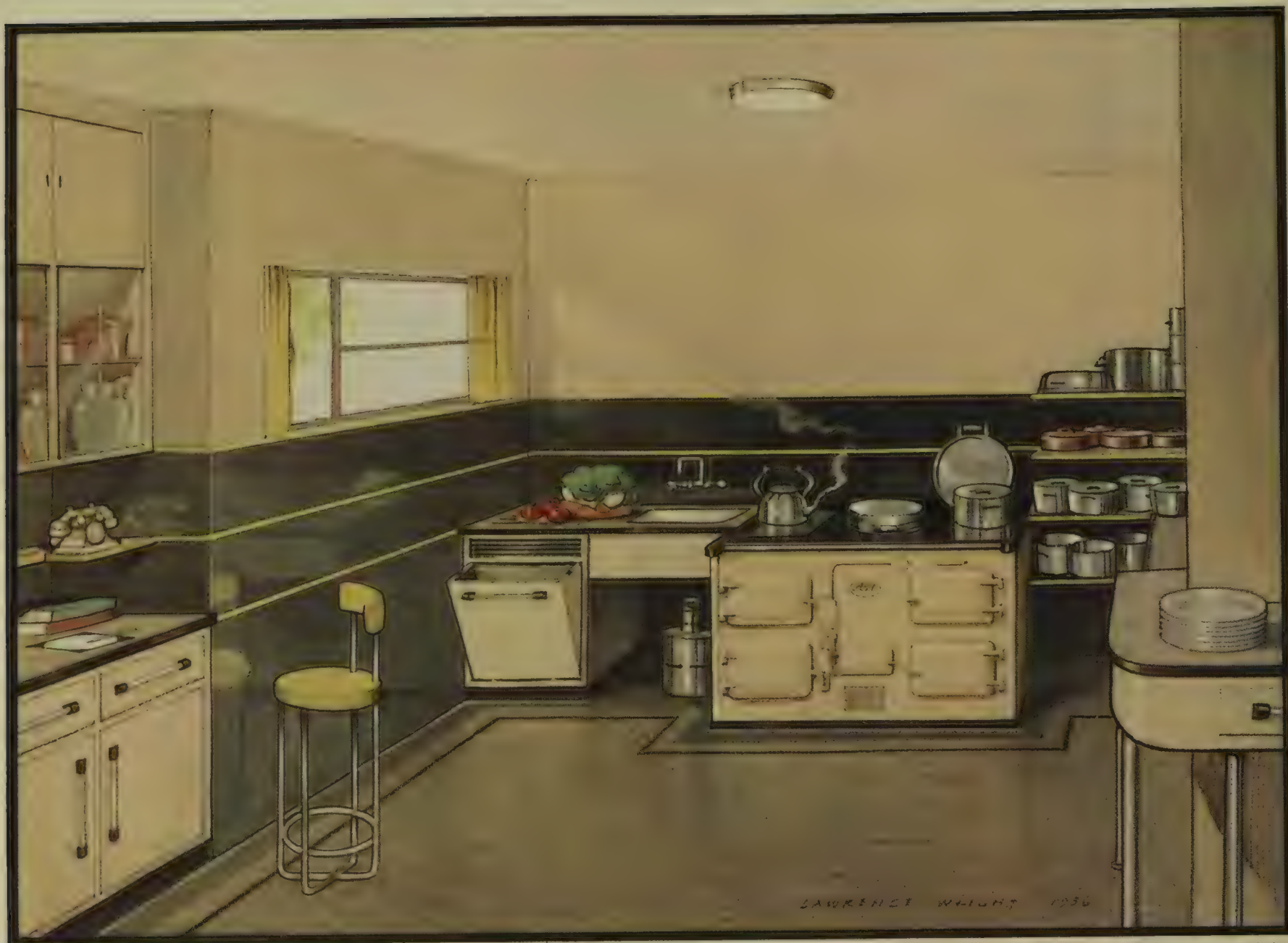
THE CONFERENCE OF FRENCH AMBASSADORS IN PARIS: M. SARRAUT (WEARING GLASSES) WITH AMBASSADORS AND MINISTERS AT THE QUAI D'ORSAY.

The conference of French Ambassadors on the German memorandum began in Paris on April 3 under the chairmanship of M. Sarraut, who was accompanied by M. Flandin. The names of those seen here are (l. to r.) M. Laroche (from Brussels), M. Corbin (from London), M. Léger, M. Flandin, M. Sarraut, the Comte de Chambrun (from Rome), M. Paul-Boncour, M. Rochat, and M. François-Poucet (from Berlin).



Molly, Molly, bright and jolly,
How does the party go?
Lobster shells and oyster shells
And Guinness all in a row

GUINNESS IS GOOD FOR YOU

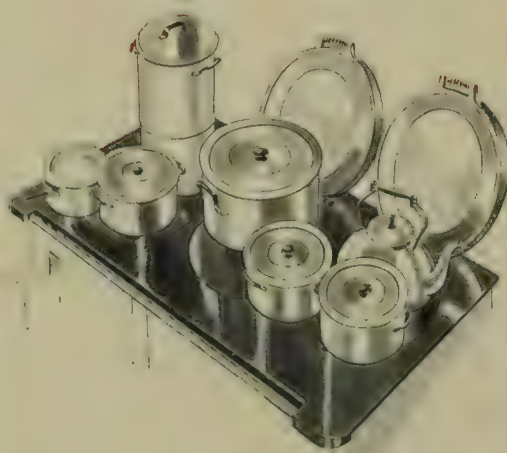


Kitchen design by Mrs. Darcy Braddell.

Drawing by Lawrence Wright.

The Aga Cooker - the heart of a planned kitchen

This contemporary kitchen has been designed for efficiency and comfort around an entirely new model—the new 1936 'Powered' Aga '82.' This is but one of a great series of new Aga Cookers. It incorporates many new features. With four large ovens—one a special baking oven for bread and cakes—each of which is maintained automatically at an exact and even temperature according to the specific cooking for which it is intended. This Aga provides a greater cooking capacity than any other domestic cooker of any kind. It is always ready for use. It improves cooking. It is more efficient than any other cooker of its kind in the world. And its maximum fuel cost is less than 25/- a quarter (coke), guaranteed. There are Aga models from £35 (ex works) to suit any size or type of household.



This sizeable top has, in addition to a boiling plate and simmering plate, a large hot plate (17 1/2" x 12 1/2") of polished aluminium. Maintained automatically at a constant temperature, it greatly increases the effective cooking and heating area.

Write for free kitchen plans and the Aga Catalogue.

Here's a cool and collected kitchen designed by Mrs. Darcy Braddell. The small sink beside the cooker is for cook's special convenience. Plenty of cupboards too, a big window and nowhere for dust or dirt to collect. Let this well-known woman designer help you. Write to the address below for the folders which give full details, plans and elevations of these contemporary kitchens. They are free and so is the Aga Book which goes with them. Send for them now.

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Guaranteed maximum fuel cost less than 25/- a quarter

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The World of the Theatre.

By IVOR BROWN.

THE JUST PRICE.

THE theatre is a subject about which people are always eager to argue, and there is no subject on which people will argue more keenly than the proper price of admission. "The proper price." Does the

but subscribe to or otherwise "guarantee" the efforts of theatres struggling to do good work.

The assumption of all these people is that the theatre should not be left to sink or swim in the ocean of the entertainment industry. If the Manchester Repertory Theatre, which is demanding my two-pound-ten, had raised the prices of its seats, which are certainly very low, it would probably have diminished its audience, many of whose members cannot, or will not, pay anything but very small sums to see a play. Some people, therefore, say that they will do what they can financially to bridge this gap between what the audience can produce and the theatre can exist upon. They will not, probably, do it for ever. But for a year or two they will, by subscription or donation, give the theatre the chance to attract and hold an audience so large as to make life economically possible. Thus to give good ventures initial aid is the policy of the Carnegie Trustees, who have given subventions for a limited time to some struggling theatrical organisations of proved merit. The League of Audiences' policy is much the same; but the League suggests that the work of allotting subventions of public money should be handed over to a special board or commission responsible to Parliament.

The business man whom I imagined before will say that this is all sentimental nonsense. The theatre, whether or no it is, as some of us claim, of social value and an important element in national life and culture, must in the long run be governed by the law of supply and demand. The seats must be priced high enough to carry the expenditure on productions

and overhead charges. If the public will not pay enough for their pleasure, why should they cadge on you and me? There are several answers to that, including the very pertinent one that several groups of industrial producers or purveyors of

transport, the beet-sugar growers, for example and the owners of "tramp" shipping, are subsidised on the ground that their work is of national importance. They are not told that they must either raise their prices, lower their costs, or go out of business. They are, if you insist on the word, given licence to cadge.

The average stock or repertory theatre, which keeps the traditions of English drama alive in most towns to-day since the virtual collapse of the touring system and the triumphant rivalry of the cheaper cinema in its palatial premises, cannot cut its costs any further. The actors are already wretchedly paid and the productions are run with the utmost economy. To raise the price of seats is possible but dangerous. It may only drive the public to the cinema in great numbers. Hence the continual crises, of which my morning's post has just given me two reminders. In my opinion the citizens of any fair-sized town should be ready to sustain a theatre at prices within popular reach; it is part of their civic dignity to have a team of players, evoking, if possible, local authorship in the provision of plays. The drama has been one of the most glorious features of English literature since Elizabethan times; we should both remember and develop that heritage.

There is meanwhile the more purely commercial drama, aiming frankly at profit, claiming no particular social value save that of banishing dull care and providing escape or relief for tired business men. (Are not business women ever allowed to be tired too?) The central and costly London theatres are the most elegant providers of this kind of drama, while the cheap small-town music-



"LOVE FROM A STRANGER," AT THE NEW THEATRE: MAVIS WILSON (NORAH HOWARD), LOUISE GARRARD (MURIEL AKED), AND CECILY HARRINGTON (MARIE NEY) [LEFT TO RIGHT], IN A NEW "THRILLER" PLAY, Frank Vosper's "Love From a Stranger," based on a story by Agatha Christie, began its run at the New Theatre on March 31. It is a brilliant "thriller," in which the author plays the part of a homicidal maniac.

phrase mean anything? Can there be any other price for seats than that which the market will bear, that which will permit the show to be given without loss and, if possible, at a profit? The proper price of a reel of cotton, says the cotton manufacturer, is what the public will pay and the proper price of a reel of talking picture is the same. Why differentiate in the case of the theatre?

I am moved to these reflections on the nature and finance of drama by two letters which have reached me this morning. One is from a well-known professional repertory theatre in a large northern town, politely requesting that I send them two pounds ten shillings, being half the sum of five pounds which I, like many others, guaranteed when this institution is in danger of closing down some years ago. Things have not been going well; accordingly, I am now being called on to honour a small commitment, just as a nation may be uncomfortably reminded of its treaties. The other letter is from an amateur repertory theatre in London which frankly asks for a donation in order to make essential repairs in its premises and seating.

The business man would say that I was a fool to make any commitment in the one case and that the begging letter of the other case deserves only to be thrown into the waste-paper basket. The theatres should charge enough for their seats to cover their expenses; if they cannot attract the public at those prices then they should close down. They have no more right to appeal to charity than a toffee-manufacturer has the right to ask for a public subsidy to keep his works open.

This is a view of the drama which is common enough in England. It is, in fact, the official view, since neither national nor local authorities will grant public money to the theatre as they do to museums, art galleries, and, in considerable sums, to public libraries. A great many people disagree with this attitude; they may think, for example, that we should accept the common practice of civilised nations and have National and Municipal Theatres as we have National and Municipal Libraries and Art Galleries. Or they may belong to that League of Audiences founded by Mr. Alfred Wareing, which works for public aid for music and drama in the shape of small occasional grants to existing institutions rather than in the shape of large new National or Municipal buildings. Or they may not belong to any particular movement or organisation,



"PROMISE," M. HENRY BERNSTEIN'S SUCCESSFUL PLAY AT THE SHAFTESBURY THEATRE: RALPH RICHARDSON AS EMILE DELBAR, MADGE TITHERIDGE AS HIS WIFE, THÉRÈSE, AND ANN TODD AS SOLANGE, HIS DAUGHTER.

M. Henry Bernstein's play "Promise," with English text by Mr. H. M. Harwood, continues to draw packed houses to the Shaftesbury Theatre. The acting is of exceptional quality.



"PROMISE": CATHERINE (EDNA BEST) AND EMILE DELBAR (RALPH RICHARDSON)—THE FATHER, ILL AND SUFFERING FROM INSOMNIA, BEING GIVEN HIS EYE-DROPS.

halls are providing similar entertainment lower down the scale. Plainly the just price in this case is settled by supply and demand. Equally plainly the public which seeks this kind of entertainment is demanding and beginning to receive lower charges. In London the "privileged price" system, whereby members of special clubs or societies get admission to certain plays at "two for the price of one," is steadily advancing, and, on the whole, rightly. The London prices have been kept too high for the middle-class purses, especially of the young people, and to drive the young middle-class folk out of the theatre is to destroy its future by diminishing the habit of play-going, a habit, like other habits, most powerful if formed in youth. At the same time there will always be a smaller, smarter public which is ready to pay heavily to hear the last word or see the modish spectacle. Mr. Cochran's supporters will pay nearly a pound for a stall at a fashionable revue when it is first put on. That is their business and, if the showman can get this pound or fifteen shillings for a stall, so much the better for him. But it is also patent that at the present time the larger musical-comedy public wants different treatment. The experiment of twice-nightly shows with reduced charges has proved enormously successful at the Coliseum and Alhambra, where the "just price" of a seat has been lowered and the time-table altered very much to the general convenience.

A BRITISH OFFICER'S ACCOUNT OF A VISIT TO PITCAIRN ISLAND IN 1841.

The following is an eye-witness's description of Pitcairn Island ninety-five years ago. It is by George Gardner, an officer in H.M.S. "Curaçoa," of 24 guns, which visited the island in August 1841. The author did the drawings reproduced on this page.

THIS beautiful little Island situated in Lat. — S. and Long. — was first discovered by a midshipman of Captain Carteret's ship and was named after him. It is considered to be of Volcanic and coral production, barely seven miles in circumference, mountainous, and extremely fertile, and at present containing 113 inhabitants, including 2 Sandwich Islanders left behind by an American whaler—of the remaining 111—three are Englishmen, who were left on the Island by the consent of the descendants of the mutineers of H.M.S. *Bounty*—the history of whom you are probably well acquainted with and therefore will not be at a loss to know how the Island became inhabited. From our want of knowledge of the localities we hove our ship to about 5 or 6 miles from the Island and fired signal-guns, to intimate to the Islanders that a Man-of-War was off their coasts. But a short time had elapsed before we discovered a small sail on the water and close to the ship. It proved to be a tiny Canoe containing one man paddling. As he passed under our stern to leeward, he hailed and asked permission to come on board, which was very readily given, since from the Captain downwards great anxiety prevailed to see one of the children of the Mutineers. The poor fellow proved to be the eldest son of old John Adams, and a fine, handsome, strapping fellow. He appeared somewhat abashed at his reception, the Captain and Officers all moving forward to shake him by the hand and the ships company pressing aft to due limits to look at him and his canoe, which had been handed on board. Its dimensions were 11 feet in length, 18 inches in width, and just sufficient to contain two men with safety in smooth water—constructed of a very light and soft wood. One man could carry it with ease. Very soon after young Adams, another canoe made her appearance containing Henry Quintal, a grandson of the Mutineer William Quintal. He seemed a very intelligent, good-natured young man. Both these poor fellows were drenched to the skin when they came on board, having been capsized in coming through the surf. Captain Jones very kindly supplied Adams with a shift of clothing, and one of the officers rigged out Henry. They both dined in the Cabin with the Captain. As may be imagined they were made a great deal of by all on board, and great as the honours and kindness were that they received, their modest and simple deportment won them the goodwill and esteem of everyone.

After dinner the Captain and a party of the officers went on shore taking young Adams, to act as a Pilot and Guide. In the same boat with them went a quantity of Arms and Ammunition brought from Valparaiso by us by orders of our Government, it having been represented in England that the crew of an American Whaler had ill-treated the islanders during one of their visits. This however, proved to be untrue, for upon questioning young Adams and Quintal, they told us that so far from receiving bad usage from the crews of the Whale Ships, they always received great kindness, and were always glad when they touched at their Island. They seemed quite astonished when we told them why we had brought them such a supply of arms. They nevertheless appeared pleased to find that

there was such a sympathy existing for them in England—and although they had not occasion for these muskets, etc., for protection, yet they were glad to have them, as they would prove useful in shooting the Goats, which had strayed from their village and were become wild and taken to the rocky and mountainous parts of the Island.

The boat with the Captain and party landed at a little bay called Water Valley, to leeward of the Island; a very picturesque spot. It was intended that the Officers should return to the ship that evening, but the Captain, finding that the distance to the Village was great and the road or path leading

Island examining the outside as our friends were the inside. Henry Quintal remained on board, and from him we gained a good deal of information respecting their domestic habits. The ship remained cruising off the Island all night.

At daylight the next morning we found ourselves considerably to leeward, and so strong a current setting against us that it took us some hours, although we had a fine rattling breeze, to regain our position of the evening before. During this time another party were preparing to land, myself amongst the number, and at 9 a.m. we left the ship for Water Valley. There we found our friends awaiting our arrival. They were attended by a large party of the natives of all sexes and sizes. We heard of nothing but the kindness and hospitality they had experienced from these good people. As soon as we had exchanged salutations and seen the boats safely off, our party attended by all the natives commenced the ascent of the hill, and a tremendous tug we had. The road lies on the right of the sketch. It is on the top of a ridge, and in some places not three feet in width. The natives were much amused at our awkwardness in climbing the hill. It had rained heavily during the night before, and the soil being soft and clayey, we had great difficulty in establishing a footing. In many parts we had to haul ourselves up by the tufts of grass and the branches of trees. Some of the youngsters adopted the plan of going barefooted, and succeeded better than others. Upon reaching the Village, however, we were amply repaid for all our toil and trouble. The Villagers all met us with the greatest cordiality and kindness. The heads of families vieing with each other in endeavouring to get officers to take up their abode in their cottages. The second Lieutenant and myself were taken care of by Fletcher Christian, the Grandson of the Chief Mutineer. The poor fellow did his utmost to make us comfortable, everything in his house was placed at our disposal, and the best kid was picked out from the flock and killed for our dinner. There was a strange custom I noticed in our host's house and which seemed a relic of barbarism, viz., that the females never ate their meals with the men, but always afterwards. This, I believe, is the custom amongst the uncivilised inhabitants of the South Seas, and has been handed down by these people from their Tahitian Parents.

There are two of the Tahitian women still living on the Island. Isabella Christian and Susannah Young—the former the wife of Fletcher Christian, who headed the Mutiny—the latter the relic of the Midshipman Young, another of the ringleaders. Isabella Christian is the most perfect picture of an old hag I ever saw. She is still surprisingly active, her age is supposed to be between 80 and 90. She remembers Captain Cook at Tahiti, and from what she herself says, must then have been a Mother. In this, though, there is nothing very extraordinary, since they marry even nowadays at the age of 13 and 14. The complexion of the descendants of the mutineers resembles that of the West Indian Creole with a redder tinge and healthier appearance, the mean between the European and Tahitian cast of features. Every succeeding Generation they become fairer and in some measure lose the Tahitian feature. The men are generally tall and robust, very active and strong, as we witnessed in their Canoes, bathing in the surf, and in ascending the Cliffs. The young men will follow the wild goats all over the Island, and although numerous accidents have occurred to the latter by missing their footing and falling down precipices, yet but one accident has happened amongst the former, and this to poor William Quintal (the father of Henry mentioned before). He was out on a goat expedition, fell and dislocated his ankle, and there not being surgical aid near, lockjaw ensued, which terminated his existence. His remains lie

(Continued on page 656.)



PITCAIRN ISLAND SEEN FROM H.M.S. "CURAÇOA" IN 1841; SHOWING (LEFT) BOUNTY BAY, WHERE THE MUTINEERS RAN THE "BOUNTY" ASHORE BEFORE BURNING HER; THE SETTLEMENT (DIRECTLY ABOVE THE BOAT IN FOREGROUND); AND (RIGHT) WATER VALLEY, THE ISLAND'S LANDING-PLACE.



THE PATRIARCH AND LAW-GIVER OF PITCAIRN ISLAND: THE GRAVE OF JOHN ADAMS, THE LAST SURVIVING MUTINEER, WHO DIED ON MARCH 5, 1829, AGED SIXTY-FIVE.



THE SCHOOL HOUSE ON PITCAIRN ISLAND IN 1841: A BUILDING VERY SIMILAR TO THAT WHICH SERVES THE SAME PURPOSE TO-DAY (SEE OPPOSITE PAGE).

over the mountains would take some time to get over, gave all the party permission to remain the night, greatly to their delight. As soon as the boat that had landed them returned to the ship, she was hoisted up and sail was made, and we ran round the

the former, and this to poor William Quintal (the father of Henry mentioned before). He was out on a goat expedition, fell and dislocated his ankle, and there not being surgical aid near, lockjaw ensued, which terminated his existence. His remains lie

PITCAIRN ISLAND, OF "BOUNTY" MUTINY FAME, AS IT IS: DESCENDANTS OF THE MUTINEERS.

PHOTOGRAPHS FROM THE METRO-GOLDWYN-MAYER FILM, "PITCAIRN ISLAND TO-DAY."



ADAMSTOWN, THE ONLY VILLAGE OF PITCAIRN ISLAND: A SETTLEMENT OF SOME TWO HUNDRED SOULS—DESCENDANTS OF NINE MUTINEERS OF THE "BOUNTY" AND OF THE EIGHTEEN TAHITIANS WHO ACCOMPANIED THEM.



CHILDREN RUNNING FROM SCHOOL ON PITCAIRN ISLAND: THE END OF THEIR DAY'S WORK, WHICH CONSISTS ONLY OF TWO HOURS' LESSONS DAILY BEFORE BREAKFAST, THE REST OF THE DAY BEING GIVEN TO PLAY.



PASTOR CHRISTIAN OF PITCAIRN ISLAND, WITH HIS WIFE: A DESCENDANT OF FLETCHER CHRISTIAN AND THE SHEPHERD OF A FLOCK WHOSE MEMBERS ARE SEVENTH DAY ADVENTISTS, VERY DEVOUT IN RELIGIOUS PRACTICES.



FLETCHER CHRISTIAN'S GREAT-GRANDSON, WILLIAM CHRISTIAN, AT WORK IN THE FIELDS: AN ISLANDER WHOSE FEATURES BETRAY THE EFFECT OF A CENTURY AND A HALF OF INBREEDING.



A WEDDING ON PITCAIRN ISLAND: THE BRIDE AND BRIDEGROOM PRECEDED BY ONE COUPLE AND FOLLOWED BY A TRAIN OF ATTENDANTS—A CEREMONY ATTENDED BY THE WHOLE POPULATION OF THE ISLAND.

The extracts from Captain Bligh's narrative given in our issues of February 15, 22, and 29 have recalled to our readers' minds the details of the famous mutiny in the "Bounty" in 1789. The ringleader of the mutineers, Fletcher Christian, after setting adrift Bligh and those loyal to him in the open launch, took a party of the men to Pitcairn Island, a rugged and uninhabited islet far distant in the South Pacific, where he hoped to evade for ever the vengeance of English law. Nine white men settled on Pitcairn, with six Tahitian men and twelve Tahitian women. The present inhabitants of the island—fifty-two families numbering about two hundred souls—are the descendants of these twenty-seven pioneers. When,



PITCAIRN BOYS DOING PHYSICAL EXERCISES: A COMPULSORY DAILY TASK UNDERTAKEN, IT IS SAID, WITH THE OBJECT OF MAINTAINING HEALTH AGAINST THE INJURIOUS EFFECTS OF CONTINUAL INBREEDING.

in 1820, the first visitors came to the settlement from the outside world, there was only one surviving mutineer. Most of the others, including Fletcher Christian himself, had been killed in quarrels over the women. The survivor was John Adams, who sailed in the "Bounty" under the name of Alexander Smith. He had long been a kind of patriarch in the small community, and he gave his name to the one village on the island—Adamstown. To his teaching the islanders owe their deep religious piety, for they are all, to this day, devout Seventh Day Adventists. Most of their needs are produced on the island. They have poultry and goats, and grow coffee, beans, yams, taro, and other fruits and vegetables.

A PAGE FOR COLLECTORS.

ROWLANDSON JOTTINGS.

By FRANK DAVIS.



THOMAS ROWLANDSON has been more or less in permanent residence in New Bond Street, at the Frank T. Sabin Galleries, for some years past, and now another exhibition of his drawings provides everyone with an opportunity of renewing their acquaintance with a man who is neither genteel nor sentimental. In his day (1756-1827) there were several genuine poets, both in words and paint, who did not mistake prettiness for authentic emotion—as, for example, Mr. Wordsworth, Mr. Gainsborough, Mr. Blake, and Mr. Constable. On the other hand, the general tendency of the arts was towards pernicious anæmia—the academy portrait with pouting lips and drooping and empty head, idealised milk-maids in the manner of Greuze, a world of make-believe and saccharine, not even honest-to-goodness sugar.

Rowlandson in such company is like a strychnine and quinine tonic, stimulating the jaded appetite. Into a society of languid and languishing beauties swaggers this intensely vital, robust, shrewd, and vulgar fellow, who roars with laughter at pretensions, claps everyone heartily on the back, and, with a

satiric twist to quite an ordinary figure, but to the firm, easy draughtsmanship which gives quality to such a corner as the window in Fig. 1: one can almost, in the original, feel the texture of the stones. No doubt many will find the joke rather cheap: modern taste is for something a little more subtle. Yet the barb gets home with the certainty of a David Low, and I for one could imagine no better illustration than this to those pages in Edward Gibbon's autobiography in



1. ROWLANDSON REACTS SATIRICALLY TO UNIVERSITY LIFE IN THE "PORT AND PREJUDICE" PERIOD OF THE EIGHTEENTH CENTURY: "DONS AND THE TURTLE"; ONE OF THE ARTIST'S SKETCHES EXHIBITED AT MESSRS. FRANK T. SABIN'S. (6½ × 4½ in.)

which he speaks of eighteenth-century Oxford as characterised mainly by "port and prejudice." (The not-so-very-august shade of the author of "The Decline and Fall" will no doubt forgive the suggestion.)

Frankly, Rowlandson's best friends to-day could wish he was always as quietly satiric as this. He turned out a deal of very coarse nastiness, for such was the demand of an age which was fundamentally gross-minded for all its pretty-pretty

he started exhibiting portraits at the Academy in the 1770's until his real talent showed itself: he was hardly cut out for the career of the fashionable portrait painter. Odd, too, that it is only in the last thirty years or so that his real qualities as draughtsman and as interpreter of the English scene have begun to be appreciated. He is always very close to earth, generally good-natured—an easy-going commentator on the follies of mankind, never the eager moralist. I repeat: if only he had been there in 1836 to illustrate "Pickwick"! What a Tony Weller, what a Rev. Stiggins would have been handed down to us!

As regards his landscapes, they are pleasant enough: he has a very pure, if limited, range of colour, a summary formula for foliage which his critics find irritating (they speak of his "roly-poly" trees), and the same sure line which characterises his figures. But all this is subservient to his real interests, which are: (1) warm, foolish, erring humanity; (2) foolish, erring humanity; (3) erring humanity.

Of the finished drawings in the exhibition, one in particular displays his peculiar ability to admiration. It is a view of some worthy Cockneys making merry in Greenwich Park: there is dancing and music, and on a grassy bank sits an enormous female with a feather in her hat, playing a musical instrument and singing lustily. Her monstrous form is indicated by a few dots and lines. She comes straight from low life—and also, miraculously and wickedly, straight from a Watteau or a Pater pastoral, a good-humoured yet mordant *reductio ad absurdum* of a noble tradition.

I have space for two other illustrations on this page, each of which gives the full flavour of the original, and each of which is an excellent example of the extreme economy of means at Rowlandson's command. A quick flourish—and there is a saddle hanging on the wall; another stroke or two and a few nervous dots, and there is a dog as lifelike and as idiotic as one could wish. How solid is the man drawing on his top-boot and what an effort he has to make to do it!—and how cheerfully maudlin is the gentleman raising his hat and holding the hunting-horn! (Fig. 3.)

How easy, graceful, and natural the pose of the woman on the left of the tavern scene (Fig. 2), and what character, weight, and liveliness in the various personages seated round the tables! This last sketch forms the basis of a finished drawing, also in the exhibition.



2. "THE CHESHIRE CHEESE": ANOTHER LIVELY SKETCH BY ROWLANDSON—CHARACTERISTICALLY DIRECT IN STYLE, BUT CONCEALING AN ADMIRABLE PLAN OF COMPOSITION IN THE ARRANGEMENT OF THE GROUPS. (6½ × 4½ in.)

wicked twinkle in his eye, refuses to accept the polite world at its own valuation. But there is a great deal more in him than a capacity for good-natured horse-play—if that were his only title to fame, he would long since have faded away into obscurity. What is so fascinating about the man is not so much his high spirits, but the way in which that nervous pencil of his transfers his thoughts on to paper. I have one great regret—that he wasn't born ten or fifteen years later, in which case he might have been available to illustrate "Pickwick" exactly a century ago.

It so happens that in this exhibition is a series of leaves from a sketch-book which shows the bare bones, as it were, of his methods; mere jottings to be used as the basis of finished drawings later. They are hasty scribbles, but are no less eloquent than his more familiar work. He gets atmosphere and values by the simplest means. I don't refer merely to that truly wicked line which somehow can give a



3. "THE HUNT BREAKFAST": A SKETCH IN WHICH ROWLANDSON HAS SUGGESTED A RICH VARIETY OF INCIDENT WITH GREAT ECONOMY OF LINE. (6½ × 3½ in.)

surface—George IV. bought many of his more indecent drawings—but above and beyond all this there remains the man who was in love with life. Odd to think

RESTORING A UNIQUE FEATURE OF NORWICH CATHEDRAL:

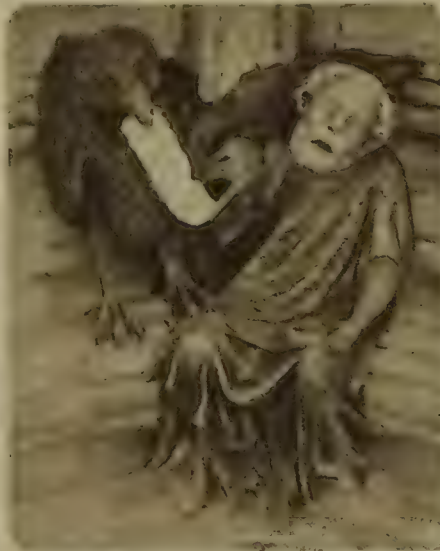
SCULPTURED BOSSES OF THE UNRIVALLED CLOISTERS RESUMING THE FRESHNESS AND BEAUTY OF THEIR MEDIÆVAL COLOURING.



ONE OF THE BOSSES IN NORWICH CATHEDRAL CLOISTERS CLEANED AND RECOLOURED: A DRAGON AMID FOLIAGE.



"PROBABLY UNIQUE IN EUROPE": A HUMOROUS BOSS REPRESENTING TWO MUSICIANS, WITH PIPE AND TABOR.



ST. JOHN WITH THE EAGLE BRINGING A SCROLL: AN UNUSUAL REPRESENTATION OF THE EVANGELIST AS AN OLD MAN.



THE SCOURGING OF CHRIST: ONE OF THE CENTRAL BOSSES REPRESENTING INCIDENTS OF THE PASSION.



CHRIST CARRYING HIS CROSS: A CENTRAL BOSS, UNIQUE FOR THE INCLUSION OF THE EXECUTIONER WITH THE NAILS IN HIS HAND.



THE CRUCIFIXION, WITH THE VIRGIN (LEFT) AND ST. JOHN: ONE OF THE FINEST BOSSES, FORMERLY SO BEGRIMED THAT ST. JOHN WAS MISTAKEN FOR A DOLPHIN.



"THE HARROWING OF HELL": CHRIST LEADING ADAM AND EVE, WITH OTHERS, OUT OF THE JAWS OF HELL (REPRESENTED AS A DRAGON'S MOUTH).



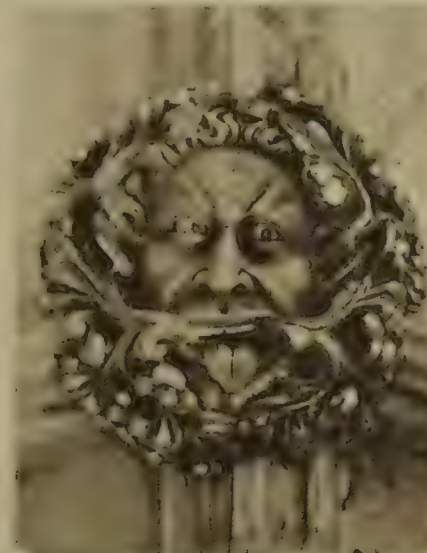
A HUMOROUS BOSS OF A FANCIFUL CHARACTER: A FACE WITH FOLIAGE GROWING OUT OF IT.



A VIGOROUS PORTRAYAL OF ANIMALS IN ACTION: A BOSS REPRESENTING TWO LIONS IN MORTAL COMBAT.



THE BITER BIT! A FOX SEIZING A COCKEREL AND BEING IN TURN SEIZED BY A DOG (ABOVE).



A GROTESQUE FACE WHEREIN THE CARVER'S IMAGINATION HAS RUN RIOT: FOLIAGE ISSUING FROM THE MOUTH.

Norwich Cathedral is famous for many remarkable features not found in any other, and especially for the early fourteenth-century sculptured bosses numbering nearly 1200, many in a perfect state of preservation. Restoration work already completed has revealed amazing beauty and interest among those of the East Cloister. The removal of dirt deposited during the past six centuries has disclosed the colours and wonderful workmanship. The cloisters of Norwich Cathedral are the largest monastic cloisters in England and unique in possessing an upper storey, believed to have contained the monks' studies. The Friends of Norwich Cathedral entrusted the restoration to Professor Tristram, who restored the wall paintings in the Cathedral last year. Examples of his work, in various places, have often appeared in our pages. Many of the bosses consist of foliage only, and in some the carver's playful imagination has run riot. Then there are bosses representing Scriptural subjects. Perhaps

the most beautiful is the Crucifixion, formerly so covered with the grime of ages that the figure of St. John was mistaken for a dolphin! In the very interesting boss of the "harrowing" of Hell is seen a dragon's mouth from which our Lord leads Adam and Eve and others literally "out of the jaws of Hell." The boss showing our Lord bearing the cross is unique as including the executioner carrying nails. One of the best humorous bosses is that of the two musicians, one playing the pipe and one beating the tabor. This is considered one of the earliest and most perfect representations of this subject, probably unique in Europe. The Dean of Norwich has already received many offers from those who wish to assist in this work, and will gladly accept contributions. One gift (of £130) that was specially appreciated was subscribed by members of the British Association who had come from distant places to attend its meeting in Norwich last September.

FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

NEW ISSUES AND THE INVESTOR.

A CURIOUS feature of the recent pause in the activity of the stock markets was the fact that it appeared to have no effect in checking the outpouring of new issues and their ready acceptance by the public. At a time when members of the House were continually complaining that they were not doing enough business to meet their office expenses, the daily papers were covered with advertisements offering new investments, generally followed by some announcement to the effect that the public had responded to the invitation. This combination of dead-alive markets chilled by political apprehensions, with activity in the creation and offer of securities, is, of course, quite contrary to custom: and it seems, at first sight, to argue reckless audacity on the part of those who were handling the new issues—for what, it might well be asked, is the sense of pouring out a large fresh supply of securities at a time when buyers of those already in existence are showing no inclination to appear? To some extent, no doubt, this persistence of the sellers in face of the apparent indifference of buyers may have been involuntary, for it takes a long time to make all the preliminary arrangements for a new issue, and when once they are made it is very difficult to countermand them; so that, whatever change may have come over the sentiment of the public in the meantime, the offer has to be made at the originally intended date. This is one of the reasons why it is found necessary to "underwrite" new issues, even though it may be practically certain that they will be eagerly taken by the public. "Underwriting" is an arrangement by which, in return for a certain commission, firms and individuals in the City bind themselves to take up any part of a new issue that may not be subscribed for by the public. The inevitable delay between decision to issue and the actual offer makes this arrangement necessary to provide against the possibility of some political or financial upset which may make the public button up its pockets.

THE PUBLIC'S DEMAND.

But if the persistence of the sellers of new securities may be partly accounted for by their inability to stay their operations, that of the public in applying eagerly for new securities at a time when it had no appetite for old ones is much less easy to explain. Experienced stockbrokers and other students of investment problems will generally tell one that when a new security comes upon the market it is safer to leave it alone, in spite of the most alluring attractions that may make it seem to be desirable. In matters of investment the old stagers, with a record of achievement and an established prestige in the market, have a definite advantage over the most beautifully decked-out newcomer. And the belief cherished by some members of the public who cultivate the habit of applying for new issues that this system of investment is cheaper than buying securities already in the market is more or less a delusion. It is true that all one has to do is to fill in an application form and send a cheque, and that there are, apparently, no exactions in the form of stockbrokers' commissions, jobbers' turns, contract stamp, and the stamps and fees incidental to transfers of securities from one holder to another. But, on the other hand, all the very heavy legal, fiscal, and other expenses incidental to the formation of a new company, or even to the issue of a new security by an old one,

are already "in the price" at which the new issue is offered to subscribers. So that the belief that one is doing something clever by taking new issues instead of old ones is largely a delusion. Nevertheless, it persists in the minds of many investors who like to flatter themselves that they are "getting in on the ground floor"; and it has a certain utility in enabling new issues to find a home—for it would be unfortunate for the progress of industry if everybody adopted the view that no new security should under any circumstances be taken.

A TIRED MARKET.

Another reason why new issues were still taken while old ones lagged and flagged was that the latter

level, is quite contrary to fact; as anyone can see who will look at the quotations of a few of our leading industrial and commercial shares and then compare them with those current some ten or twenty years ago. In the case of such companies the course of share values is, apart from the temporary fluctuations already mentioned, normally upwards. This is partly owing to the increase in prestige and goodwill of a well-established business, and partly to the still more important fact that such companies habitually promote their own growth by their prudent financial policy. Year by year in good times, and very often in bad, they put something from a quarter to a third of their profits into reserve funds, and so they are continually investing for their shareholders sums that less prudent companies would have paid to them in dividends. Under these circumstances, with a constant stream of fresh capital being poured into the business, and with good management and an established prestige behind it, a continued expansion in profits and dividends—except in times of quite abnormal depression—is assured, and this expansion is naturally reflected in the price of the company's shares.

THE TWO BASIC FACTORS.

It does not, of course, follow that the shares of any one company that shows a good record in the past can be put away and slept on for all time. New inventions, changes in the whims of public demand, and deterioration in the ability of the management are always possibilities to be reckoned with; and this is why the diversification of risk by a holding in a large number of shares is necessary for those who have the courage to invest in "equities." Given that diversification, which the Fixed Trust movement has now made easy for everybody, the two most important factors in the situation are the state of trade and the supply of credit and capital.

At the present moment both these factors appear to be strongly in favour of those investors who refuse to be frightened by Jeremiads about the set-back that is supposed to be inevitable some day. The revenue figures for the past financial year have just shown us how far wide of the mark the Treasury officials were who provided the Chancellor of the Exchequer a year ago with his estimates of the sum which we taxpayers were going to disgorge. In spite of thumping supplementary expenditure, the year produced not a surplus of half a million, but of fifteen millions. Such was the effect of high prices of securities, which made the Estate Duties so enormously productive, and of active business and well-distributed prosperity and

buying power, which increased our incomes and enabled the Chancellor to take a handsome toll of them through the income-tax and the Customs. Every indication shows that this prosperity has grown in the latter part of the financial year and is continuing at the present time. As to the supply of credit and capital, recent experience has shown that it is easy to exaggerate the effect of cheap money in stimulating business—the prospect of earning good profits from a public with plenty of buying power is much more important to business organisers than the price that they pay for such credit as they need. But cheap money is certainly a help; and, in view of all that has lately been learnt about monetary management, there is no need to fear that the Government's policy in this respect will have to be altered.

To Our Readers and Photographers at Home and Abroad.

THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

We are very pleased to receive also photographs dealing with Natural History in all its branches, especially those which are of a novel description. Our pages deal thoroughly with unfamiliar habits of birds, animals, fishes, and insects.

To Archæologists we make a special appeal to send us the results of recent discoveries.

In addition, we are glad to consider photographs or rough sketches illustrating important events throughout the world; but such contributions should be forwarded by the quickest possible route, immediately after the events.

We welcome contributions and pay well for all material accepted for publication.

When illustrations are submitted, each subject sent should be accompanied by a suitable description.

Contributions should be addressed to: The Editor, *The Illustrated London News*, 32-34, St. Bride Street, London, E.C.4.

had had nearly four years of fairly continuous advance, and consequently were a more or less "tired market" from the point of view of the professional operator, who likes to seek the nimble ninepence, as the Stock Exchange used to say, by jobbing in and out. There are so many wisecracks about who will tell one that every boom is followed by a slump and prices cannot go on rising indefinitely, that whenever a pause in the advance happens a great many people begin to wonder whether the day of reaction has not arrived, without any consideration of the underlying facts of the situation. It is, of course, obviously true that every market is subject to fluctuations and set-backs, but to suppose that the course of the shares of a well-managed and well-financed company is a series of seesaw movements, up and down, above and below a certain

This England . . .



THE ENGLISH make things—as they have made their country—with slow and loving care. And when three generations have found a way of their fathers to be good, a tradition is born. Thus a tradition was founded in the brewing of English beer and the use of Burton water therefor. This is why you like Worthington . . . brewed and matured with slow and loving care. A very English drink . . .

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

THERE is no doubt that the 25 per cent. reduction in the horse-power tax on private cars in Great Britain is having its due effect in the designs produced for the public. Cars are growing larger. This is general, and not restricted to any one class of motor. Each and every motor-manufacturer informs the public that his new cars are roomier and more powerful while still costing the same price as before. I had a worthy example of this growth in my hands when I was loaned the use of the latest 18-h.p. Lanchester saloon recently. Last season it was rated at 17.97 h.p. This 1936 model has raised its engine rating to 19.3 h.p., by increasing the bore of the six

cylinders by 2½ mm., so now pays a £15 tax per annum, in place of £13 10s. No one will begrudge this additional small amount to the standing charges on the car in return for the extra reserve of power produced by the larger engine. The 18-h.p. Lanchester is a car to be proud of, whether you want to drive it yourself or be driven. It is one of the 1936 cars which give those using them comfortable riding, whether seated in front or in the rear compartment, due to the ultra-smoothness of the engine and transmission and the well-constructed suspension. The Daimler transmission, with its hydraulic clutch, or "fluid flywheel," and the Wilson pre-selector epicyclic "easy-to-handle" gear-box, fitted to the 18-h.p. Lanchester, make driving free from labour as far as the mechanism is concerned. The car cannot be blamed for the strain all drivers have placed upon them by the exigencies of everyday traffic in our towns and cities, but at least all those who may be handling one of these 18-h.p. six-cylinder Lanchester carriages know that they can "jump off the mark" as quickly as a swallow, and can stop as suddenly, should it be needed, due to the excellence of the brakes. This 25 per cent. reduction of the tax has really benefited those buying and using high-class motor-carriages of this character, while involving very little (if any) loss to the Treasury.

Due to Mr. George Eyston's record-making on his Diesel-engined saloon recently, the demand for these compression-ignition engines is increasing, especially for private cars and for country estate wagonettes. Petrol is a more expensive fuel than the heavier oil used by these Diesel motors. When Mr. F. Perkins persuaded Mr. R. J. Munday to take out his petrol-

using motor and replace it with one of his 18- to 27-h.p. rating compression-ignition engines, to set up the first world speed records of this type of motor, he could hardly have expected to see a great demand



A CAR WHICH IS EQUALLY EASY TO DRIVE IN TRAFFIC OR IN THE OPEN COUNTRY: THE NEW 18-H.P. LANCHESTER SALOON, WHICH EMBODIES DAIMLER TYPE OF TRANSMISSION WITH HYDRAULIC CLUTCH, AND WILSON PRE-SELECTOR GEAR-BOX.



VISITING BURNHAM BEECHES WITH THE RETURN OF SPRING: A 20-25-H.P. ROLLS-ROYCE WITH HOOPER COACHWORK HALTED BY A PICTURESQUE OLD TREE.

spring up for these economical engines for private use in England. Yet stranger things have happened, and already there are a number of private cars using the Perkins compression-ignition light engines. In fact, this all-British production has been in use by one private-car owner for the past three years. It has travelled 52,000 miles to date, he writes me, "without any trouble whatever." As these notes endeavour to be truly a "chronicle of the car," I could not refrain from giving this information received from my correspondent. London's motor-buses will soon all have compression-ignition engines using heavy oil (installed by the A.E.C.). These are fitted with the fluid-flywheel Daimler transmission, as well, so that passenger traffic in the Metropolis and its outlying areas is experiencing the benefit of smoother

(Continued overleaf.)

ALVIS

Spring

This is the season of joyous youth. It is good to be alive these Spring days. —Nature smiles, the countryside beckons . . . come then, in this spirit, and speed silently and serenely to the rainbow's end.

There is no car more attuned to the spirit of Spring. To drive an ALVIS is the finest tonic any motorist can have.

"ALVIVACITY" . . . the joyous response to every mood, sparkling acceleration, speed in silence . . . these are exclusive ALVIS features for which there is no satisfactory substitute.



**"KENSITAS COSTLIER
TOBACCOS* ANSWER
MY PROBLEM OF A
PLAIN-TIP CIGARETTE
THAT DOESN'T BOTHER
MY THROAT"**

G. Y. Arnaud

CHARMING WITTY COMEDienne

TOO MUCH OR TOO LITTLE MOISTURE RUINS A CIGARETTE.
KENSITAS COSTLIER TOBACCOS* ARE MOISTURE
CONTROLLED RIGHT UP TO THE TIME OF YOUR PURCHASE

Miss Arnaud made this MOISTURE CONTROL Test—

HERE IT IS — YOU TRY HER DRASTIC TEST! —

1. Miss Arnaud put an inch of water in a flat-bottomed dish.
2. She placed a 20 packet of KENSITAS in its new Moisture Control wrapping, top end down, in water so that packet stood upright with its sealed end submerged. She did the same with a 20 packet wrapped the usual way and laid a weight across the packets to hold in position.
3. After five minutes, she lifted the weight, placed packets one on top of other, flat on water, replaced weight, and left submerged for five more minutes (packets were both completely covered with water).

RESULT: On opening, cigarettes wrapped usual way were wet. KENSITAS COSTLIER TOBACCOS in the new Moisture Control wrapping were in perfect smoking condition.

**Your Throat Protection
Against Irritation... Against Cough*



(Continued)

travelling; for this transmission is easier for the driver to handle.

With regard to the general complaint of owners of motor-cars that cylinder wear is still taking place, manufacturers explain that the public are so satisfied with the modern car that they tend to overwork and underfeed it. In other words, the cars are driven faster and further, and less care is spent on valeting them, and especially in regard to lubrication. Careful motorists are using antidotes, such as Duckham's patent tablets, which, added to the petrol, gives a 27 per cent. reduction of cylinder wear, according to recent laboratory tests.

It is gratifying to all motorists desirous of making the roads safer to all types of users to note that wing-posts and additional reflecting mirrors are fitted in greater numbers on motor-vehicles, and especially on private cars. As regards mirrors, especially when fitted just above the windscreen in closed cars, it becomes necessary to also fix a mirror on the off-side front wing, and, in my opinion, another mirror on the near-side front mudguard as well. There arise many occasions where the driver congratulates himself that he has spent the money on these aids to safety. Also they can serve as wing-posts to permit him to gauge better the full width of the car passing through narrow gates or similar restricted passages. Originally, the Act of Parliament making the carrying of a reflecting mirror compulsory on all motor-vehicles was done to meet the obstruction of the coachwork preventing the driver seeing following traffic, even when turning his head round to look behind him. Now it appears, according to a report of a case before the Bench in that excellent trade newspaper *The Garage and Motor Agent*, that it is equally compulsory for a mirror to be fitted on stripped chassis when being driven to the coachbuilder to have the body-work built on. If the Law insists that a mirror is to be fitted in a case such as this when the driver has an unobstructed view all round, how much greater is the need for additional mirrors that will give the private-car driver a clear view in all directions behind him, which, in fact, the centrally placed mirror (the standard equipment) seldom does. It is a great pity that even in many of the 1936 models the driver cannot see both front wings, near-side and off-side, when sitting in the natural position on the driving seat. Fortunately, the public who buy the goods realise this weakness, and are not so full of foolish

vanity as to trust to guesswork in calculating the width of the road available for the car to be safely piloted between obstacles, so do fit wing-posts, either plain or with mirrors attached. It amuses experienced drivers to hear some motorists condemn the fitting of such devices, contending that "wing-posts are a sign of a bad driver." Indeed, it is just the reverse. They are the sign of a careful and reliable driver, and no one with common sense wishes to see any other type of pilot in charge of a self-propelled vehicle.

THE PLAYHOUSES.

"LOVE FROM A STRANGER," AT THE NEW.

MR. FRANK VOSPER'S adaptation of Agatha Christie's story will appeal to all lovers of the macabre. It starts off in a vein of light comedy, when a blond, handsome stranger, in the person of Mr. Frank Vosper, wishes to rent a flat from a lady (played with charm and intensity by Miss Marie Ney) who has just won £20,000 in a sweepstake. They fall in love and marry. From this moment the play is full of suspense. There are the wife's vague suspicions when she discovers empty peroxide bottles that could only have been thrown away by her blond husband. Why his interest in criminology, and a portrait torn from a volume dealing with wife-murderers? The letterpress says that the man who murdered five wives was tall, powerful, and dark. Her husband is tall, powerful, but blond! It would be unfair to divulge more of the plot. Few who see the terrifying last scene will ever again believe in "womanly intuition." The play is perfectly acted: every character stands out—from Miss Muriel Aked's talkative aunt to Mr. S. Major Jones's village doctor.

"SPREAD IT ABROAD," AT THE SAVILLE.

Mr. Herbert Farjeon's latest revue is of rather more than average merit; he exercises a pretty wit on occasion, and brings enough of invention to his task. A trio pointing out the influence of beards on one's literary reputation is excellent satire. Mr. Nelson Keys is the mainstay of the show. He scores as an excited Italian barber disputing over the Abyssinian war with a nervous customer, as Mr. Charles Laughton in "The Mutiny on—*or in—the Bounty*," and as a cowboy singing a doleful "Hill-billy"

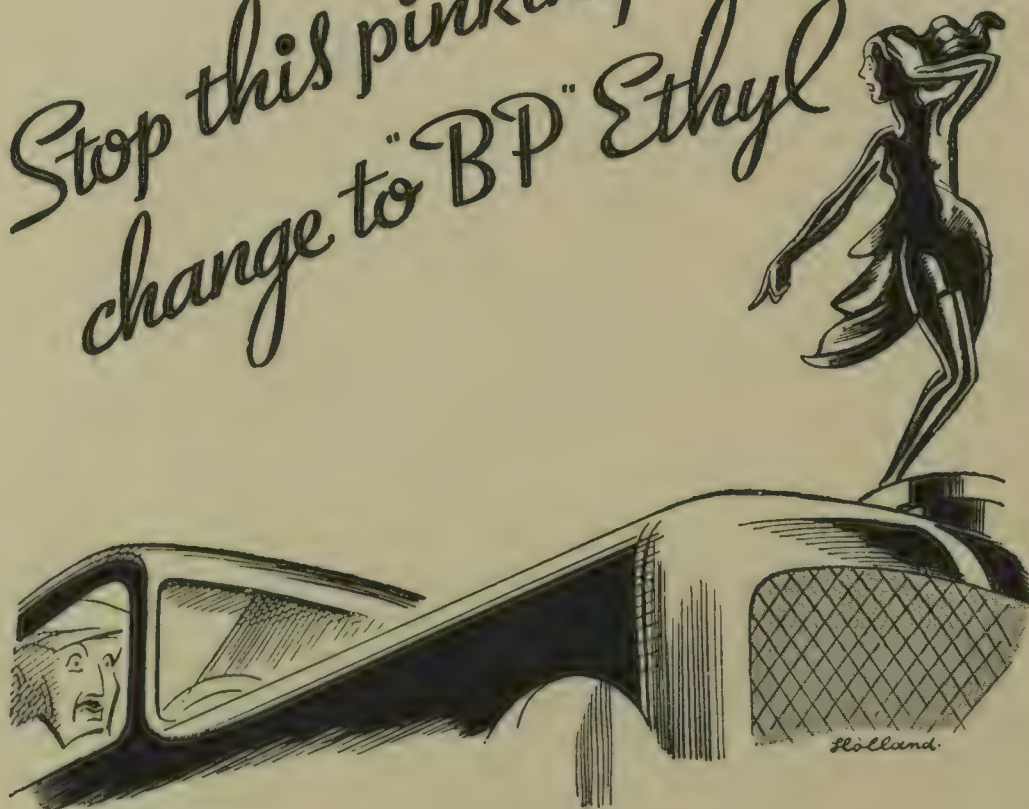
number. Miss Ivy St. Helier is as funny as her material will allow her to be, her best item being a sketch of a centenarian trying to recall memories of 1936 for the edification of a reporter. Miss Dorothy Dickson sings pleasantly and dances delightfully. The chorus, for once, has too little to do.

"FOLIE PARISIENNE," AT THE LONDON CASINO.

To watch a stage show while seated at dinner or supper is a form of entertainment new to London. The London Casino (once the Prince Edward Theatre) has been transformed into a restaurant; dancing between the courses may be enjoyed on the stage. It would be an advantage if spot-lights played on the dancers. "Folie Parisienne" is a lavishly dressed spectacle, compèred by M. Emile Boreo, the man who invented "The Parade of the Wooden Soldiers." The frocks worn by the mannequins are beautiful and frequently daring. Lalage does some extraordinary one-arm feats on rings. Georgie Hayes toe-dances very effectively up and down a flight of stairs. Gloria Gilbert made the individual hit of the evening as "The Spinning Top." It was impossible for the eye to follow her revolutions. Over 150 to the minute it was said. It would seem certain that amusement-seekers will want to try this form of entertainment at least once. To be able to "Dine and See a Show" in the same building will at least save a taxi fare.

In Morocco, Africa draws very near to Europe in both a geographical and figurative sense. The Straits of Gibraltar were the historic crossing-place by which the Moors made their way into Spain. Tangier is closer to England than almost any other African resort and has been enjoying recently a tremendous increase in popularity. This historic corner of Africa once had a turbulent history; but now, safe under an international régime, it represents a harbour of peace in a distracted world. The winter climate of Morocco is delightful, and, while southern Moroccan resorts, notably Marrakesh, have had a most successful season, Tangier, as the port of entry and departure to this fascinating land, has had a constant succession of distinguished visitors. In particular, a number of well-known English people have been staying at the El Minzah, the exceedingly comfortable and well-appointed hotel in Tangier.

Stop this pinking—
change to "BP" Ethyl



Pinking, or knocking, is due to your petrol not being up to the task you set your engine. It is a warning which you neglect at your peril: it leads at once to loss of power and in the end, to overheating and serious trouble. "BP" Ethyl not only cures the symptoms, but removes the cause.

"BP" ETHYL BANISHES PINKING

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We have received a letter which criticises the phrase: 'You buy a car but you INVEST in an Austin.'

"Your slogan," the writer says, "suggests that people do not buy Austins. Am I to infer that Austin cars are not sold, but given away?"

We like this letter. It suggests that the writer has a nice sense of humour. But lest anyone else should interpret it in that way, we wish to amplify it a little.

Our dictionary says that *To Buy* means 'to purchase for money' whereas *To Invest* means 'to pay out money to secure profit.' In each case money is spent, but with this difference: one goes a stage farther than the other. And this is the case when you pay money for an Austin: you do more than buy—you *invest* because you know that your outlay will bring you ample profits (or dividends) in motoring pleasure.

The Ascot Saloon as illustrated. Prominent features are the dignified appearance, wide visibility and roomy interior. It has 4-speed gearbox with Synchromesh on top, third and second, hydraulic shock absorbers, Pytchley sliding roof, Triplex glass and Dunlop tyres. Prices at works: 15.9 h.p. 6-cylinder, £235. 13.9 h.p. 6-cylinder, £225. 11.9 h.p. 4-cylinder, £208. For full particulars of all models write for new catalogue, or call on the nearest Austin Dealer.

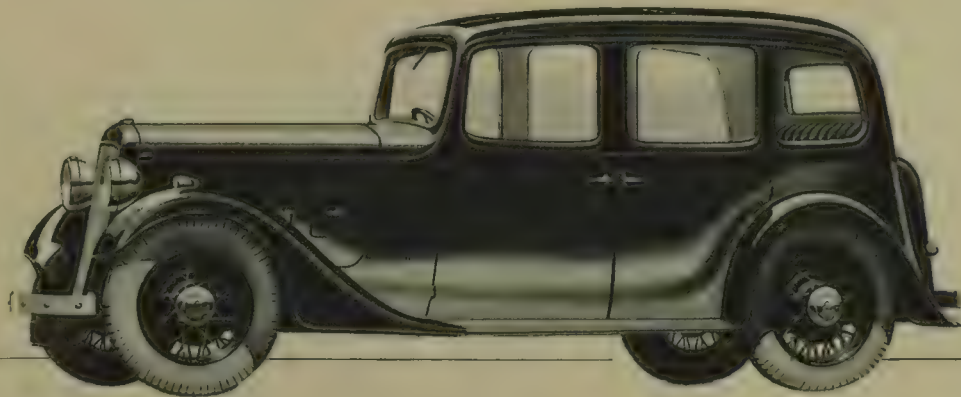
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Third—*Lasting Wear and High Resale Value*. Because of its basic efficiency and its quality, maintenance costs are surprisingly low. The car ages slowly and consequently always commands a high resale price in an ever-receptive used-car market.

Space does not permit us to elaborate these facts, but think about them when you come to ask yourself the question "Should I buy—or shall I invest?"



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AUSTIN

YOU BUY A CAR—BUT YOU INVEST IN AN AUSTIN

NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

ALGIERS—THE QUEEN OF NORTH AFRICAN RESORTS.

STRETCHING gracefully around the western part of the bay to which it has given its name, and facing Mecca, in the East, with its white houses rising in terraces on the heights above, strongly outlined against a background of wooded hills, and, in the distance beyond, the crests of mountains, veiled in a bluish mist, Algiers makes a strong appeal to the traveller who sees it as I saw it the first time, after a stormy passage across the Bay of Biscay. Not that there is any need to cross the Bay to get to it these days, for the combined efforts of the P.L.M. and the Compagnie Générale Transatlantique have made it possible to reach Algiers from London in under two days, and with a sea voyage, from Marseilles, which occupies only a night. Facilities such as these, and the attractions Algiers has to offer, with its really delightful climate in the spring, its fascinating blend of European and Berber life—handsome boulevards with smart restaurants, hotels de luxe, theatres, music halls, and cinemas on the one hand, and quaint rambling streets, in places arched over and lined with old houses of Moorish type, on the other—and its excellent provision for sport, which includes golf, tennis, polo, sailing and fishing, have made this queen of the resorts of North Africa the popular watering-place it is at this season of the year.

The Roman town of Icosium once occupied the site of the present marine quarter of Algiers, but after the fall of the Empire, Algeria came under Moorish rule. However, the Spaniards, in 1302, seized and occupied the islet known as the Peñon, in front of the harbour of Algiers, and held it until they were driven from it in 1530 by the redoubtable Khair-ed-Din, the Turk, surnamed Barbarossa. After that Algiers remained a Mediterranean Moslem stronghold, under the rule of its dread Deys, and

a menace to the vessels of all European nations, until Lord Exmouth bombarded it, in 1816, and destroyed its corsair fleet. Its piracy continued, actually, until the year 1830, when the French captured it, and one of the chief sights in Algiers is the grim old Kasbah, the fortress which was the residence of the Deys.

There are many other interesting buildings to be seen—the Mosque of Saint Sidi Abd-er-Rahman, with its

reach of Algiers. The Church of Notre Dame d'Afrique, which stands on a spur of Mt. Bouzareah, has a statue of the Black Virgin over the altar, and the return journey from it can be taken by way of the lovely scenery of the Gorges of the Frais Vallon. In the Monastery of La Trappe one can see, amongst other sights, the desk on which Hussein Dey signed his abdication and the cession of Algiers to the French. Then there are the beautiful orange-groves of Blidah, and the wild and romantic scenery of the Chiffa Gorge; the Tombeau de la Chrétienne, a colossal mausoleum of former sovereigns of Numidia, Juba II., and his wife, who was a daughter of Cleopatra, and from the summit of which there is a splendid view.

Moreover, motor transport in Algeria has been made so efficient that, taking Algiers as a centre, tours may be made which embrace the famous gorge of El-Kantara, Bou-Saada, with its fascinating dances of the Ouled Naïls; Biskra, the "Garden of Allah," and the Sand Dunes of the Sahara; Touggourt, with its palm-groves and covered streets; and Ouargla, a typical town of the desert, where folk with very dark skins and crinkly hair point to proximity to the land of the Negro. Nor is the tourist confined to Algeria, for through connections enable all that is interesting in Tunisia and Morocco to be seen with ease, and it is even possible to cross the great desert of the Sahara!



ALGIERS: A VIEW FROM THE SEA-FRONT: SHOWING TALL AND HANDSOME BUILDINGS OF EUROPEAN TYPE AND HOUSES PERCHED HIGH UP ON THE HILLSIDE.

Photograph by de l'Ofalac.

exquisite horse-shoe arches of pure white marble and striking minaret; the Archbishop's Palace, a beautiful Moorish building; the Governor's Winter Palace, with richly decorated interior, and the Summer Palace, at Mustapha Supérieur, which has delightful grounds, with a wealth of tropical plants. In addition the Botanic Gardens, known as the Jardin d'Essai, well repay one for a visit, whilst in their neighbourhood, in the grounds of the Villa Sabatéry, is the Grotte de Cervantes, which recalls the fact that the immortal author of "Don Quixote" was once a slave in Algiers!

A number of interesting excursions can be made which are within easy



NOT FAR FROM ALGIERS: THE MAGNIFICENT DEFILE OF EL-KANTARA.

Photograph by Marcel Meys, Paris.

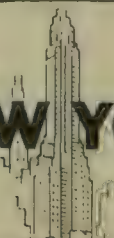
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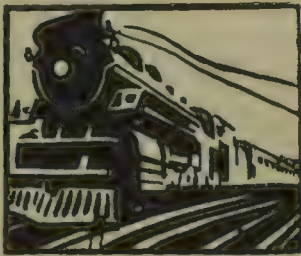
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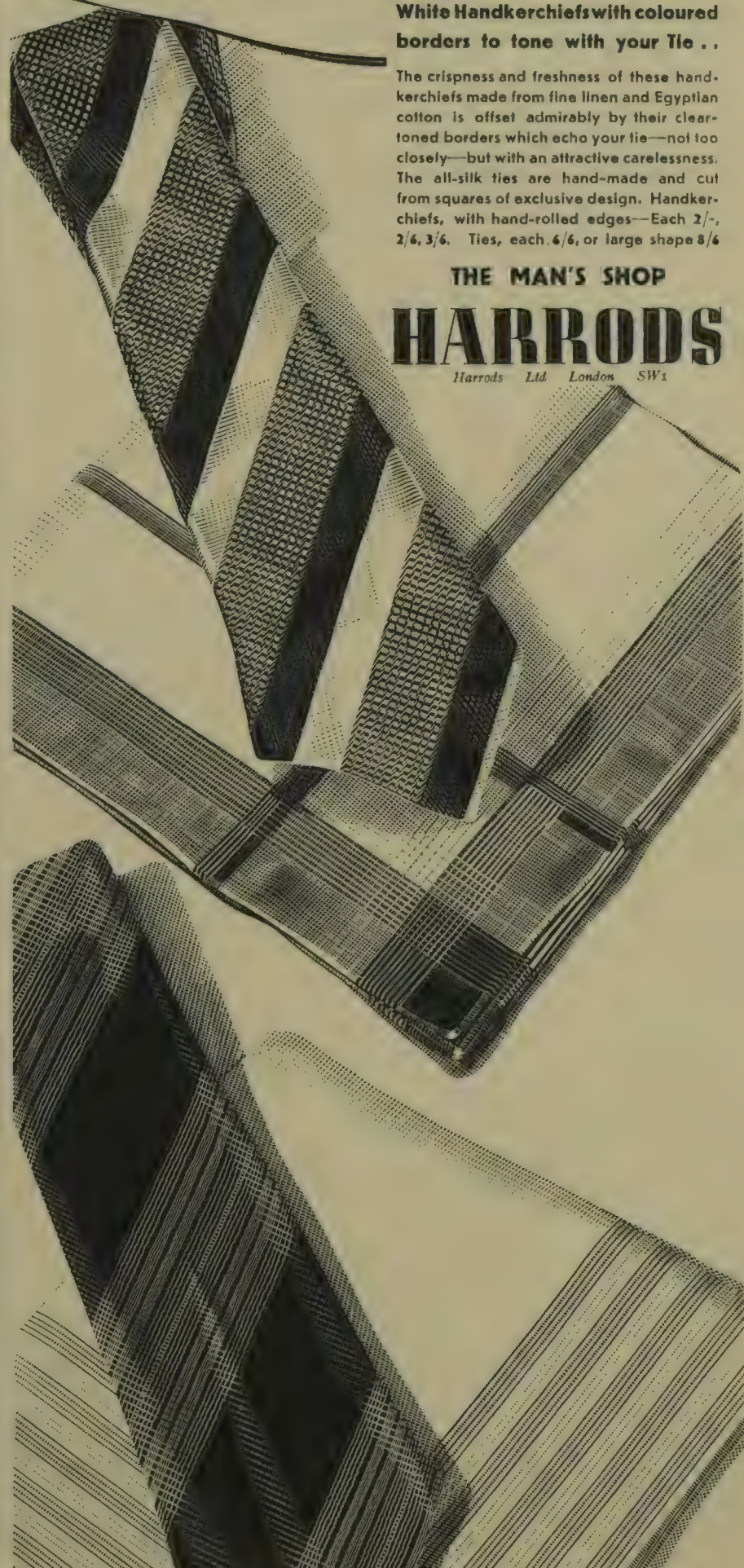
White Handkerchiefs with coloured borders to tone with your Tie...

The crispness and freshness of these handkerchiefs made from fine linen and Egyptian cotton is offset admirably by their clear-toned borders which echo your tie—not too closely—but with an attractive carelessness. The all-silk ties are hand-made and cut from squares of exclusive design. Handkerchiefs, with hand-rolled edges—Each 2/6, 2/6, 3/6. Ties, each 6/6, or large shape 8/6

THE MAN'S SHOP

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A BRITISH OFFICER'S ACCOUNT OF A VISIT TO PITCAIRN ISLAND IN 1841.

(Continued from Page 644.)

buried near the School House close to the large banian tree.

The women are fairer than the men and good-looking when young, but they soon fade after marriage. They are well-shaped—strong, and nearly as active as the men—going out in the Canoes and fishing with 200 fathoms of line—chasing the goats, etc. The children are pictures of health, very robust, and running about nearly naked and barefooted. The evening of the day I spent on the Island a large party of the Juniors assembled at one of the Cottages and invited us all to join them, and I think I never spent a happier time or had a better game of "Blind Man's Buff" and "Hunt the Slipper." It was quite delightful to see the honest simplicity with which they entered into the spirit of their amusements. Upon this occasion some of my young Messmates discovered that the females possessed a good portion of strength, for they were sometimes laid very low by attempting to wrestle with some of the great girls. The Village contains thirteen houses, including the School House, which also serves them for a chapel. These houses are built of a very durable kind of wood grown on the Island and thatched with the Palmetta (palm) leaf. This thatching requires renewing about every seven years, and is quite impervious to rain. Each house has two doors, and windows (if they may be so termed) right round with sliding shutters. Glass they have not, and in fact the climate does not require it. Formerly the houses were of two stories, but they were found inconvenient, and now they are all on the ground floor. My kind host possessed one of the largest on the Island. His family consisted of five. His wife was a very good-natured young creature, always laughing, and put me in mind of an English milk-girl, well tanned and freckled. These poor people are much in want of clothing. When we saw them they were all rigged out in their best gear. The arrival of a man-of-war being generally an official visit, it is considered Holiday time while she remains on the Coast and all hands dress in their best and remain at the Village in order to be present at the enquiries and investigations which take place. Their dress, from the nature of the climate, is very light; the

women wear only a light kind of petticoat with a jacket of the same kind of material over their shoulders. When by themselves the men wear seldom anything more than a body cloth made of the Taipa—a cloth manufactured by themselves from the bark of a tree—common amongst all the South Sea Islands—and a straw hat made from the leaves of the Palmetta. What clothes they have besides this are obtained from the crews of Whalers and Merchant Vessels that touch off the Island in exchange for the produce of their land, viz., Goats, pigs, yams, fowls, etc.

The intercourse they have with foreigners in this way has tended greatly to corrupt the male population. It has sown the seeds of envy, jealousy and covetousness amongst them and given them a desire to see more of the world. All this is much to be regretted, but it shows too truly the nature of mankind and his proneness to evil. Formerly, upon their being first discovered by the Briton frigate (Sir Thomas Staines, captain), they used to have "all things in common." They all brought the produce of their land and their labours to old John Adams, who used then to portion it out according to their necessities. The larger the family the more they had, etc. This system fell into disuse as soon as the population increased above three or four families. It is plainly perceptible the wish that now exists with the men, that of being richer in this world's goods the one than the other. In regard to their wish to see more of the world, I hardly know what opinion to give on the subject, since some provision must soon be made, as the population is increasing and in a short time the Island will not produce sufficient sustenance for them.

There are no Natural Springs on the Island; all the water they have is caught and saved up in Tanks. They told us that they had never fallen short of that necessary article yet. The Island, as before stated, is very lofty and consequently attracts the clouds—and heavy rain frequently falls here. In my conversation with the Islanders I learnt that some of them are casting an eye to a neighbouring Island—Elizabeth or Henderson's, or Essen. The same island, but marked on the Charts with these three different names. It is uninhabited, but very low; some of our officers landed on it, and I do not think it will suit them—there is scarcely a tree on it and no water. The women seem to retain their

original simplicity, and it is to be hoped that they will continue to do so, as it will be the means in a great measure of keeping the men in check. The death of poor old Adams was a sad calamity. He was looked up to as a kind of Patriarch, and the love they bore him as well as the fear of offending him, prevented a great deal of evil from showing itself during his lifetime. At his death all the elder portion of the inhabitants became on an equal footing, and amongst themselves (acting on the advice given by their old friend) they adopted a form of government which has hitherto been successful.

The Government is now vested in one of the Seniors, who is styled Chief Magistrate, he is assisted by two advisers—the Schoolmaster, a Mr. Nobbs, and one other of the heads of families. It resembles in a slight degree a small Republic. The Chief Magistrate being elected every two or three years. The Judicial proceedings are carried on in the following manner. All complaints are brought before the C. M., and evidence having been heard on both sides, Judgement is given, and if all parties are satisfied, the case is dismissed. If, on the other hand, it should be a knotty point in which the C. M. and his advisers cannot determine—or when the Judgement passed is not satisfactory—the whole of the evidence and Judgement is noted in the Public Journal, kept and locked up in charge of the Chief Magistrate until the arrival of a British Man-of-War. This journal is then placed before her Captain and he either approves or condemns the judgement of the Chief Magistrate. This again is noted in the Journal and considered final. I happened to be present at the General Assembly of the Islanders when Captain Jones (*Curaçoa*) read the Journal and made his speech to them pointing out a peculiar error they maintained. It appeared that the Schoolmaster had had some misunderstanding with them respecting remuneration for services they rendered him. They would not, as a right, keep his house in repair nor his land cultivated unless they received from him some substantial reward, such as a part of the produce of the land, forgetting, or rather, perhaps, not discerning that the toil of the mind he was exerting in their behalf was an ample recompense for any service they could render him. He acted as Schoolmaster to them and their children, performing the duties of a Clergyman and Physician likewise, and no persuasion

(Continued overleaf)

Home Spa TREATMENT for RHEUMATISM & Kidney Trouble

By Doctor D. Quignon
of the Faculty of Medicine, Paris.

IF you are over forty, and subject to rheumatism, lumbago, kidney trouble, constipation or liver disorder, it is a wise plan to make a practice of drinking alkaline water (similar to that provided at such famous spas as Vichy, Carlsbad, Aix-les-Bains, Marienbad and others), to stimulate the liver, flush the kidneys and preserve the alkalinity of the blood. It is now possible to do this at home as the active principles of these famous spas are available in crystalline form under the name of 'Alkia Saltrates.' 'Alkia Saltrates' are quickly absorbed into the blood so that uric acid and other impurities are dissolved and finally expelled from the system, instead of depositing in the tissues and causing hardened arteries, muscular rheumatism and the feebleness of premature old age. Any chemist can supply 'Alkia Saltrates' for 3/3, and a teaspoonful in a tumblerful of warm water provides the strongest solvent of uric acid and antidote to the ills of middle age.

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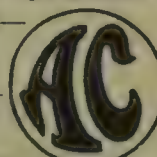
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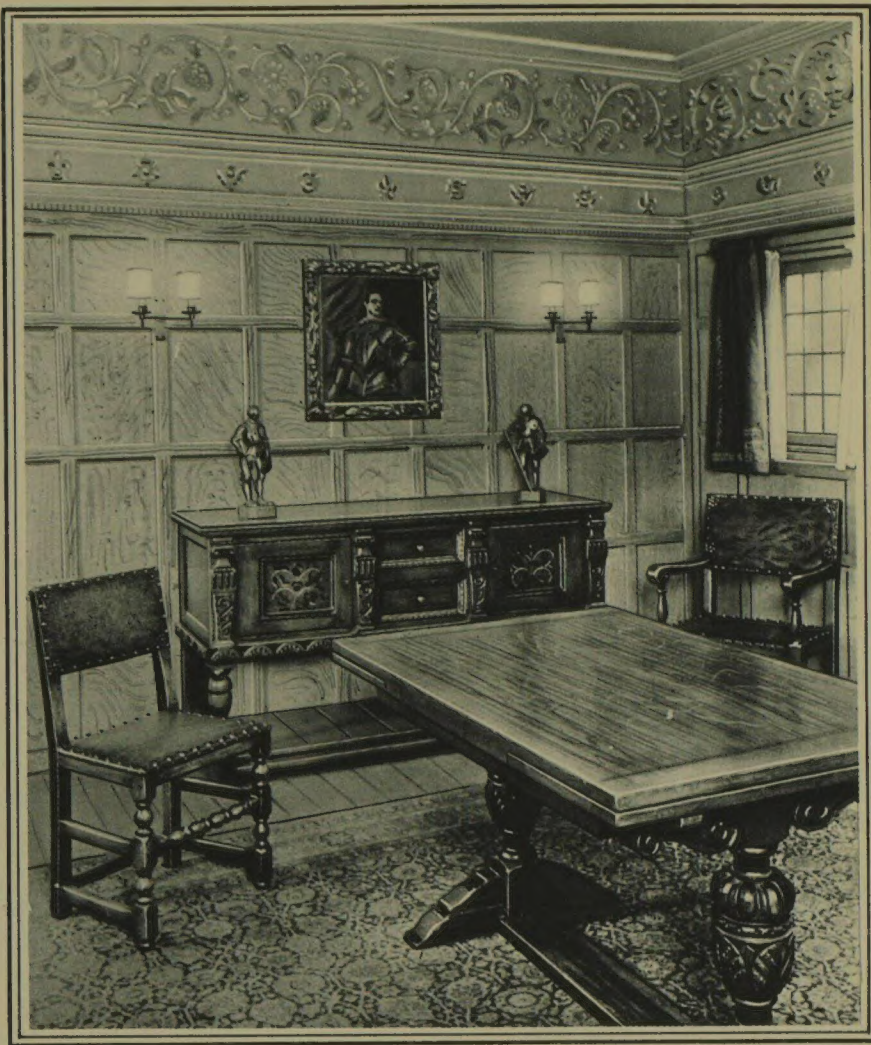
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could induce them to believe that he had a right to anything but what was the produce of his own manual labour. Captain Jones took great trouble to explain this to them, and after a most appropriate and christian-like speech ending with very excellent advice, the meeting broke up. A more attentive audience I never witnessed, and these poor, simple-hearted people were evidently highly gratified with the worthy Captain's kind and conciliatory manner of treating them. Before I left the School House I examined their library. They have a very nice one, containing a great no. of Religious Publications, Tracts, etc., and a no. of Voyages and Travels—the Penny and Saturday Magazines. Mr. Nobbs also kindly shewed me the Children's copy-books. I was much pleased to find so much progress made by them. Nearly every person on the island can read and write well.

I now come to what in every well-disposed and Christian mind will be considered the most delightful feature in the character of this happy little society, viz., their Piety and Morality. The morality of both sexes is highly superior. There is only one instance I believe known on the island wherein a slip has been made, and that when the individual was not quite right in his head. Their Piety and Devotion is most exemplary. It is the custom of all families to assemble together in the morning in their separate Homes at sunrise

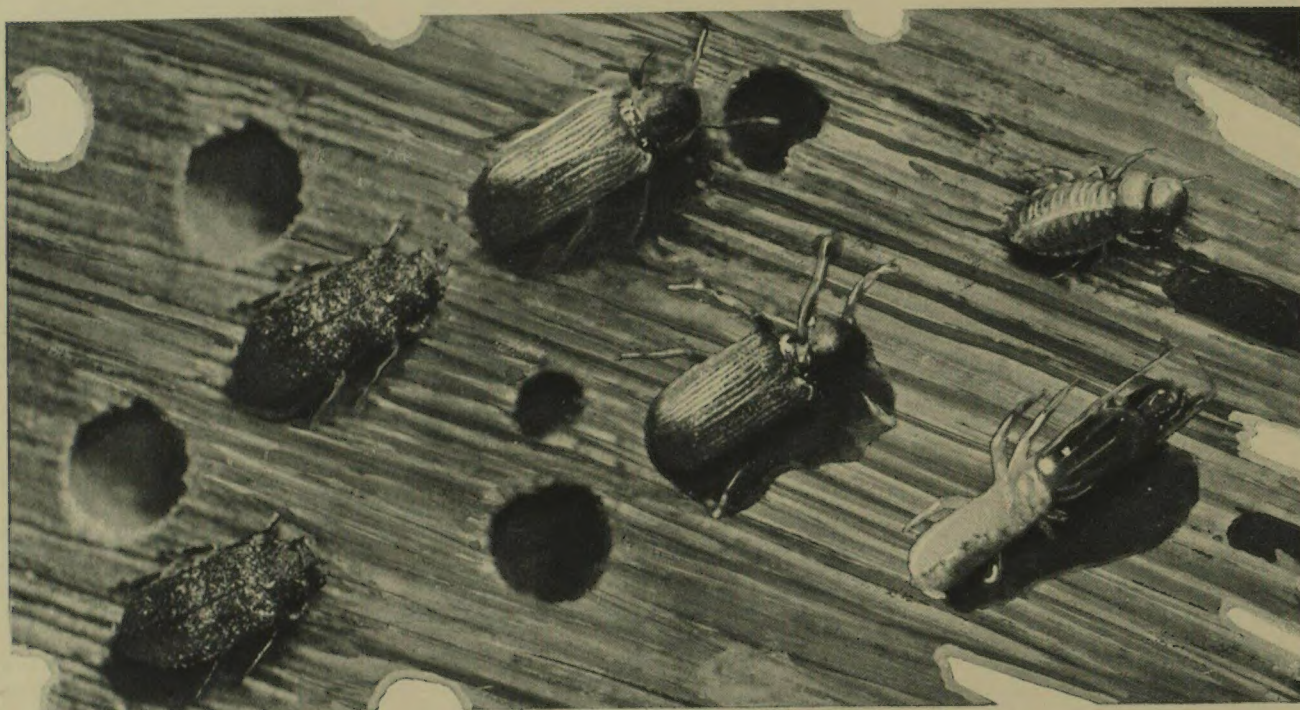
before they leave for their daily labour for the purpose of Family worship. They commence this Holy service with a hymn. The Senior Member present then reads a Chapter from the New Testament—a short exhortation is given as to the efficacy of Prayer and the Spirit in which it ought to be made, and concluding with morning Prayers, etc. Should a member of the family be sick and unable to attend a prayer for his recovery is introduced before the morning Prayers. Before each meal the Head of the family asks a blessing and returns thanks after it is finished. In the evening the mother hears and also teaches her children their prayers before they go to their beds. The remainder of the family meet as in the morning—the same service being performed with a slight alteration, viz., a chapter is read from the Old Testament—Divine Service is performed twice during the Sabbath at the School House, Mr. Nobbs officiating. The remainder of the day is spent in their houses in the worship of their Heavenly Father. During the week they have a Bible Class which meets alternately in the several cottages. A chapter is read and expounded verse by verse, either by the Schoolmaster or, in his absence, by one of the elders—all who are willing and able attend at these meetings. The following day to my visit we sailed leaving with regret, and fully convinced that a happier and worthier little

community than these poor Islanders does not exist, and that the Almighty may still continue to bless them is the heartfelt prayer of GEO. H. GARDNER.

We regret that, owing to mistitling by a photographer, a portrait of Mr. D. M. de R. Wanser was published as that of Mr. B. J. Sciortino and vice versa on the page dealing with the University Boat Race crews, published in last week's issue.

No doubt many of our readers will be interested to learn that the Spring Number of "Oxford," the official organ of the Oxford Society, contains, among others, the following special articles: "King Edward VIII. at Oxford"; "Lawrence of Arabia," by the Rt. Hon. Viscount Halifax, K.G.; and "Balliol in the 'Eighties." Among the illustrations are one of King Edward VIII. as an undergraduate at Oxford and a hitherto unpublished drawing of Lawrence of Arabia by James McBey. This Spring Number (which appeared last month) can be obtained from leading newsagents or from the Secretary, The Oxford Society, 65, St. Giles, Oxford; price one shilling (1s. 2d. post free).

So successful has been the annual "Across Canada Tour" organised by the Canadian Pacific Railway that this year two will be sent out, sailing on May 29 and July 24 respectively. Each tour is of seven weeks' duration, and, arriving in Quebec, travels all the way to the Pacific Ocean, traversing en route not only the well-known cities of Eastern Canada, but also the prairies and the Rocky Mountains. One specially interesting feature this year is the Vancouver Jubilee, when that enterprising city will, with appropriate ceremonies and an exhibition, celebrate the fact that it is now fifty years old.



Death-Watch Beetle

Furniture Beetle

Worker and Soldier White Ant

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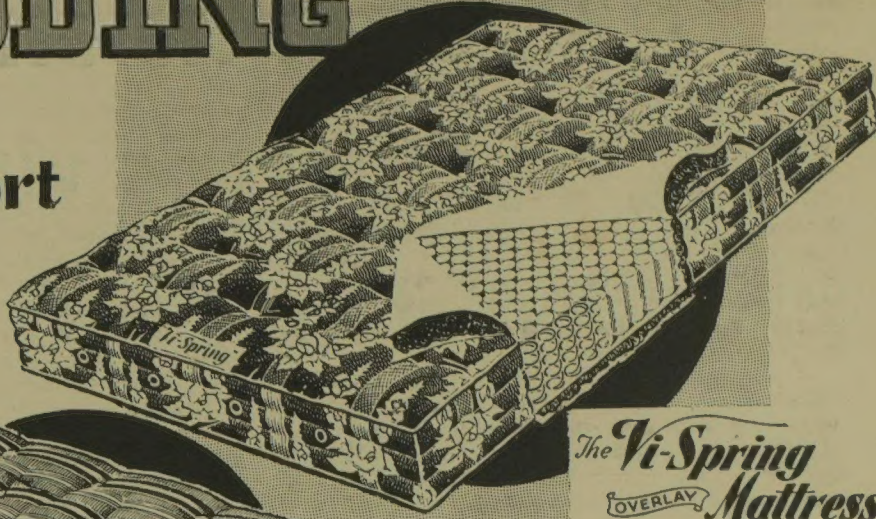
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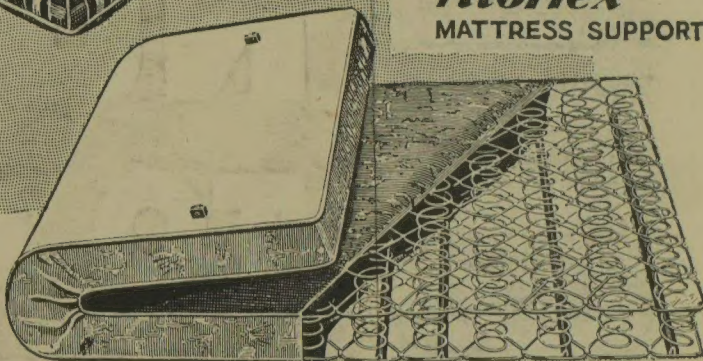
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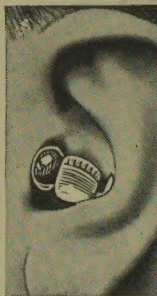


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